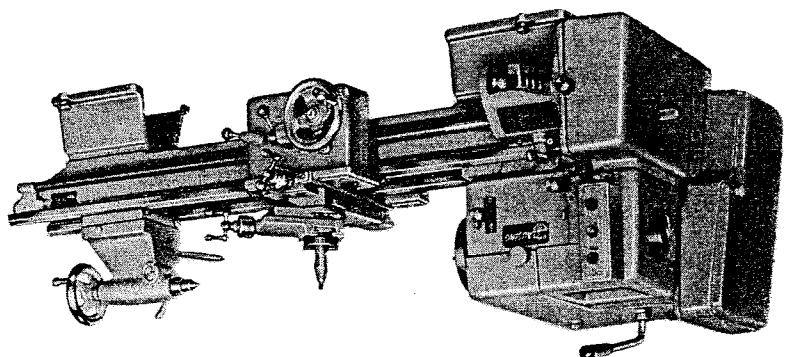




12-inch LATHES  
No. 5300 SERIES  
CLAUSEN



PARTS LIST  
and  
OPERATING MANUAL

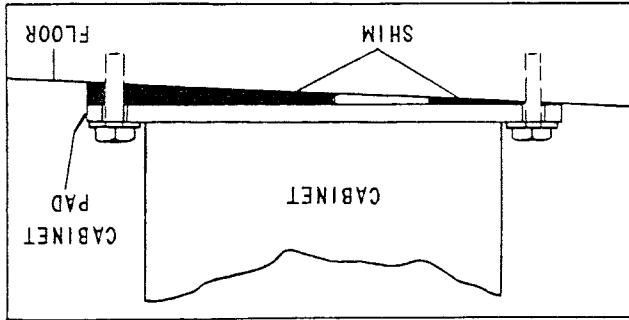
5300 - X  
LATHES BULLETIN

11/1977 11/1977 11/1977

## LEVELING THE LATHE.

BE SURE YOU HAVE FOLLOWED THESE INSTRUCTIONS COMPLETELY BEFORE

3. Use shims made of hardwood or metal to level the cabinet. Shims should bear under at least 75% of the cabinet pads as shown above.



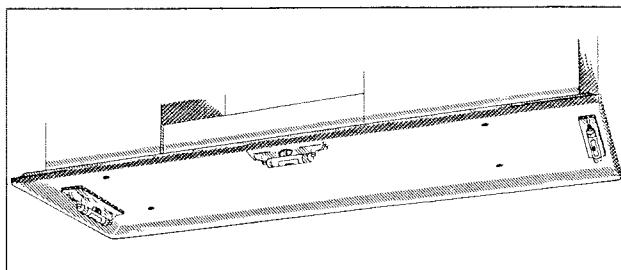
4.4. Mount the lathe. Two mounting holes are in the cabinett top to fasten the headstock end of the lathe. Position lathe over the holes. Mark and drill two  $\frac{1}{2}$ " holes to fasten the lathe legs at the tailstock end. Bolt lathe to cabinet using bolts furnished. Do not tighten bolts securely. Lathe may now be leveled — see instructions LEVELING THE LATHE, page 5.

3. Level the cabinet — use a precision machinist level. Place shims as required between pads and floor, develop the level accuracy to 1/16 in. Shims should be of hard wood or metal and bear under at least 75% of the cabinet pads as shown in Figure 3.

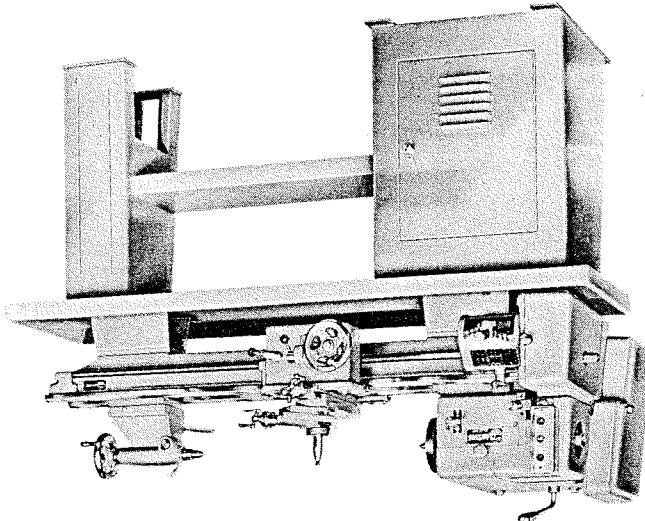
Cabinet must be bolted to floor, otherwise vibration will result.  
Use lag screws or bolts to fasten cabinet to a lead. Set studs or bolts in melted  
wood floor.

ceive expansion bolts, or set studs or bolts in melted lead. Use lag screws or bolts to fasten cabinet to a

2. Positions to check level readings on cabinet or bench top.



1. Lathe mounted on metal cabinet.



11. Mount cabinet on a concrete floor or base whenever possible — if a wood floor is used, it should be well braced, capable of absorbing vibration and withstands the load. Make sure cabinet rests solidly on the floor.
12. Fasten cabinet to concrete by marking location of mounting holes and drilling holes large enough to re-

## PEDESTAL CABINET INSTALLATION

- First install pedestal cabinet or bench before mounting the lathe
- Next level the pedestal cabinet or bench
- Then mount and level the lathe

IT IS YOUR RESPONSIBILITY to properly level the lathe — it is the first essential for accurate work and long service life. Satisfaction performance is impossible if the lathe bed is out of level as little as one thou-

## Instructions for Mounting and Leveling the Lathe

**CHECK THE LEVEL OF THE LATHE AT FREQUENT INTERVALS.**

Lathe is not properly leveled, it will twist the bed resulting in misalignment of the headstock and tailstock with the ways, causing lathe to chatter. Face taper - even wear - bore taper - face convex or concave - ruin spindle bearings and make carriage bind.

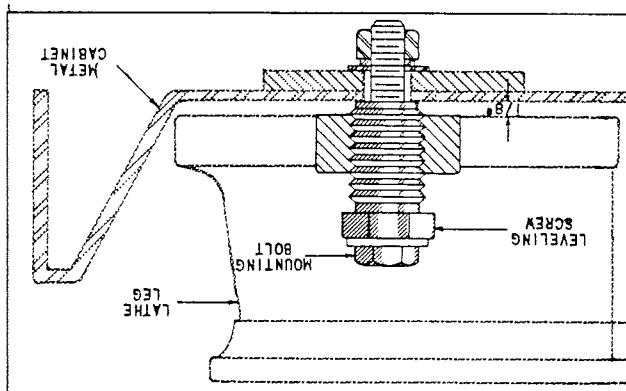
7. Again check the level of the lathe with the level. If further adjustment is necessary, hold bolt of level. If the bed bolts may have pulled bed out of level, tighten the bolts to the level. Again check the level of the lathe with the level.

6. Now tighten the four mounting bolts securely.

5. Level reading in both positions must be identical. Compensate variations of bubble readings by turning the leveling screws until lathe is level — see Fig. 7.

Note: Clean bed ways thoroughly before leveling lathe caused by mishandling of the machine. Make sure level does not rest on a burr or dent — make sure level does not rest on a burr or dent caused by mishandling of the machine. Use an accurate square to align the level. Place the front of headstock and in front of tailstock. Use an accurate square to align the level. Place the level on top of the V-ways — about three inches in front of headstock and in front of tailstock. Place at right angles to the lathe bed — see Fig. 6.

7. The four leveling screws furnished with lathe will quickly and accurately level the lathe.



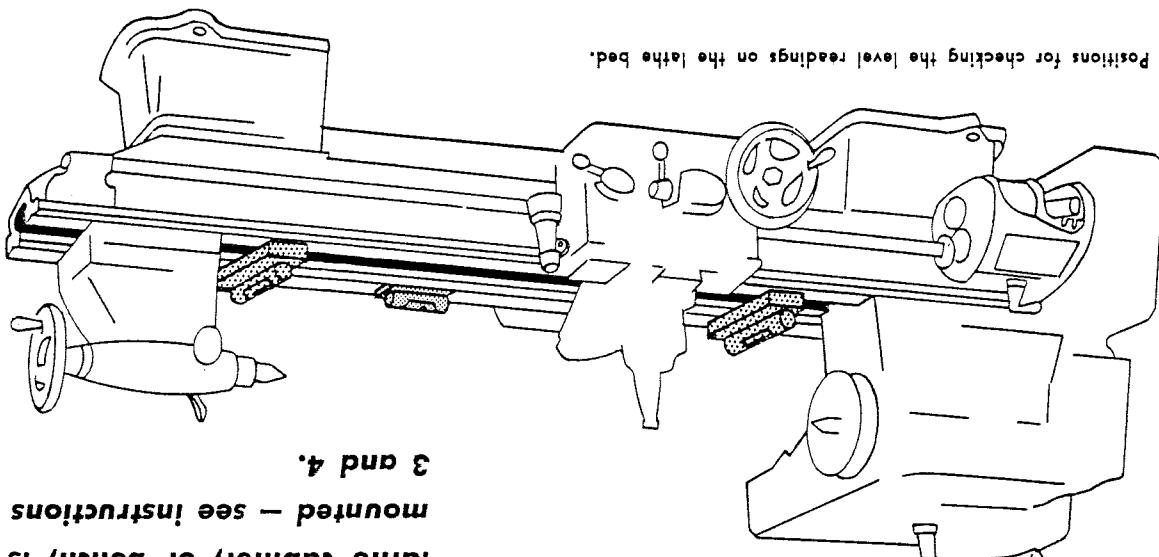
4. Both ends of the lathe bed — must be checked with the level and the tailstock end.

3. Lathe bed must be leveled longitudinally to within .002" per foot before leveling the ends.

2. Use a precision machinist's spirit level to level the lathe. A VERY SENSITIVE LEVEL SHOULD BE USED. Level should be at least 6", long and should show a distinct bubble movement when a .003" shim is placed under one end of the level.

1. Screw down the four leveling screws, raising the lathe so that lathe legs at no point touch cabinet top — approximately  $1/8$ " clearance is sufficient — see Fig. 7.

6. Positions for checking the level readings on the lathe bed.



3 and 4.

Before leveling the lathe be sure the lathe cabinet, or bench, is properly mounted — see instructions on pages

Countershaft has friction clutch and brake for in-start stopping and stopping of the spindle without stopping the motor. Moving clutch lever to left end stops spindles spindle drive — to the right engages it. Engaging the motor. Moving clutch lever to right engages spindles spindle drive to extreme right tightens the brake shoe stopping the spindle.

## LATHE COUNTERSHAFT

DO NOT OPERATE THE LATHE — until you are thoroughly familiar with all the controls and their functions (read carefully the instructions MAINTENANCE AND CONTROLS). Then operate the lathe in back gear — get the "feel" of the controls — set up different threads and feeds — engage the power feeds — get acquainted with the lathe before you start a job — it will save time and money.

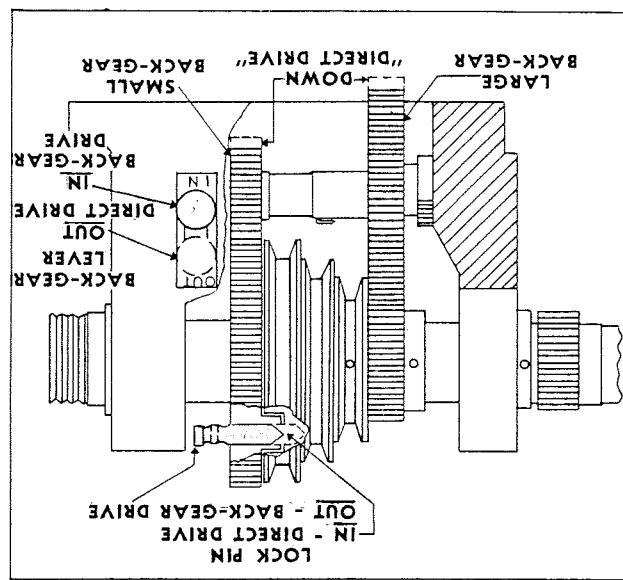
## Maintenance and Controls

10. Spindle speed chart, listing speeds available, and diagram showing how they can be obtained.

Diagram illustrating the drive assembly components and their connections:

- MOTOR** is connected to the **COUNTERSHAFT** via a **Spindle Belt Pos.** assembly.
- The **COUNTERSHAFT** has a **Spindle Position** assembly with three positions (1, 2, 3) and a **Belt Pos.** assembly with three positions (1, 2, 3).
- The **COUNTERSHAFT** is connected to the **GEAR DRIVE** assembly.
- The **GEAR DRIVE** assembly is connected to the **DIRECT CONE DRIVE** assembly.
- The **DIRECT CONE DRIVE** assembly is connected to a **B** position assembly.
- The **COUNTERSHAFT** has another **B** position assembly.

9. Position of back gears, lever and lock pin to drive in back-gear (shaded) and in direct drive (broken line).



**CAUTIION** — Always stop motor before changing from one drive to another.

FOR BACK GEAR — Pull out lock pin, disengaging ball gear from pulley. Lower back-gear spindle gears — it may be necessary to rotate spindle lever to the "IN" position, meshing back gears with pulley to mesh gears.

**FOR DIRECT DRIVE** — turn pulley until lock pin can be reached and engage lock pin with the pulley, locking pulley to the bull gear and spindle. Raise back gear lever to the disengaged, or out, position. Latch is now in direct drive.

(See Figure 9)

### SPINDEL DRIVE

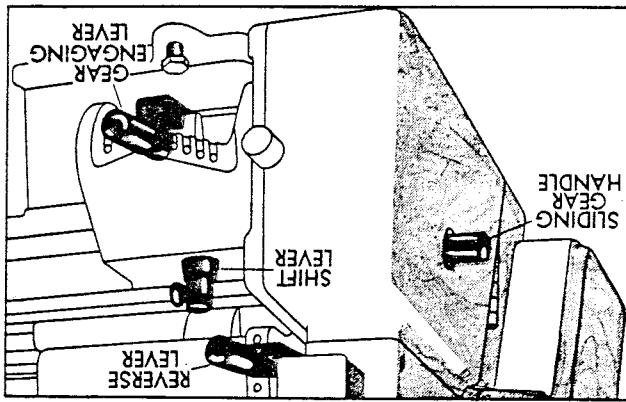
produce better work.

17. Chart listing available threads per inch with equivalent carriage longitudinal and power cross feeds.

Threads	Carriage Feed	Cross Feed	Per Inch	Carriage Feed	Cross Feed	Per Inch	Carriage Feed	Cross Feed	Per Inch
4.5	.0326	.00917	32	.0046	.0011	0.0008	.0009	.0009	0.00079
5	.0293	.0081	36	.0041	.0010	0.0008	.0009	.0009	0.00076
5.5	.0267	.0073	40	.0036	.0011	0.0008	.0009	.0009	0.00075
5.75	.0255	.0066	44	.0033	.0011	0.0008	.0009	.0009	0.00074
6	.0244	.0061	46	.0031	.0011	0.0008	.0009	.0009	0.00073
6.5	.0226	.0056	52	.0028	.00076	0.00068	.00065	.00065	0.00057
7	.0209	.0052	54	.0027	.00041	0.00045	.00045	.00045	0.00052
8	.0183	.0045	64	.0022	.0016	0.00039	.00039	.00039	0.00038
9	.0163	.0040	72	.0020	.0011	0.00035	.00035	.00035	0.00034
10	.0147	.0036	80	.0018	.0011	0.00027	.00027	.00027	0.00020
11	.0134	.0033	88	.0017	.0011	0.00025	.00025	.00025	0.000197
12	.0122	.0032	92	.0016	.0011	0.000190	.000190	.000190	0.000175
13	.0113	.0030	96	.0015	.0011	0.00020	.00020	.00020	0.000175
14	.0105	.0028	104	.0014	.0011	0.000235	.000235	.000235	0.000175
15	.0109	.0027	108	.0013	.0011	0.00034	.00034	.00034	0.000175
16	.0092	.0026	112	.0013	.0011	0.00027	.00027	.00027	0.000175
17	.0081	.0023	128	.0011	.0011	0.00027	.00027	.00027	0.000175
18	.0081	.0020	144	.0011	.0011	0.00027	.00027	.00027	0.000175
19	.0059	.0019	184	.0009	.00079	0.000197	.000197	.000197	0.000175
20	.0073	.0018	160	.00092	.00020	0.00020	.00020	.00020	0.000175
21	.0013	.0013	224	.00065	.00016	0.000175	.000175	.000175	0.000175
22	.0052	.0013	216	.00068	.00017	0.000175	.000175	.000175	0.000175
23	.0054	.0013	208	.00070	.00017	0.000175	.000175	.000175	0.000175
24	.0056	.0014	192	.00076	.00017	0.000175	.000175	.000175	0.000175
25	.0061	.0015	184	.00079	.00017	0.000175	.000175	.000175	0.000175
26	.0063	.0016	176	.00083	.00020	0.00020	.00020	.00020	0.000175
27	.0066	.0016	160	.00092	.00025	0.00025	.00025	.00025	0.000175
28	.0069	.0013	224	.00065	.00016	0.000175	.000175	.000175	0.000175

### CARRIAGE FEED CHART

16. Controls used to obtain a thread of feed.



When one of these levers is engaged, the other is locked and cannot be moved — DO NOT FORCE. Engaging odd numbered threads, engage the half-cutting dial for each cut of the thread. When cutting odd numbered threads, engage the half-cutting dial for the first cut and all successive cuts at either the 1 or 2 positions on the dial. When cutting even numbered threads, engage the half-cutting dial for each cut of the thread. When cutting odd numbered threads, engage the half-cutting dial for each cut of the thread.

When cutting even numbered threads engage the half-cutting lever at any one of the markings on the carriage even number lever for each cut.

so that the cutting tool will enter the same groove of the thread for each cut.

The threading dial is used in the cutting and in-

Lathe is now ready to cut thread or feed.

gage if the lathe is in back gear or running slowly. (It may take a few seconds for the dog gears to en-

light. Shift the lever to position indicated on chart. Lever. There are three positions — center, left and

lever. Next, check the chart for position of the shift desired. Raise lever and snap plunger into position.

ing lever to the slot directly below the thread or feed

will engage, first start motor. Now move gear

4. To make sure gears in the quick-change gear box

3. Release and lower gear engaging lever.

2. Move sliding gear handle "In" or "Out" as indicated on chart for thread or feed desired.

1. Disengage the carriage feed controls.

### SEQUENCING FEEDS ARE OUTLINED BELOW:

NOTE: The gear chart shows only the carriage longitudinal feeds that are commonly used. Many other feeds

can be obtained — these are shown in the table. To obtain one of these cross feeds available, set

up the lathe gear box for the longitudinal feed as shown in the table. FOR EXAMPIE — To obtain a

carriage longitudinal feed of .0033", set up the controls

to cut 44 threads. Figure 17, along with the cross feeds available. To

study the chart on the gear box — it lists the threads and feeds available and indicates the position of the

reverse lever on front of feed for thread or feed desired. Figure 16 illustrates these controls and names these controls.

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### AND FEEDS

### SELECTION OF THREADS

## RE-ASSEMBLING THE HEADSTOCK SPINDLE

BELT ADJUSTMENT ON HORIZON.  
TAL COUNTERSHAFT LATHE

**SPINDLE BELT** — This belt can be easily adjusted with the four counterbalance screws. See Figure 22. Belt should be just tight enough to prevent slipping when hood is lowered.

**IMPORTANT** — Do not tighten the four counterbalance screws too tight — it may compress the outer bearing sleeve and distort the bearing, causing permanent damage. Turn 1/8" turn more, and lock.

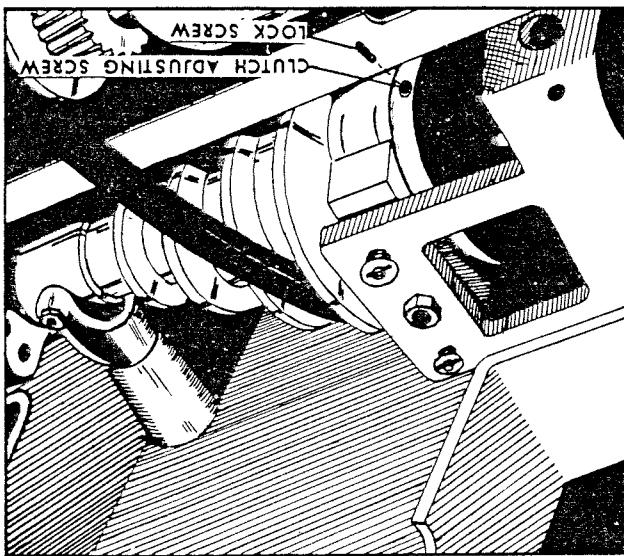
**MOTOR BELT** — Correct motor belt tension is obtained by adjusting the spring tension nut located on under-beach side of motor base — see Figure 8. Belt should be just tight enough to prevent slipping.

**HEADSTOCK SPINDLE**  
**HOW TO REMOVE**

1. Clean all parts thoroughly, including the bearings, and lightly file off all burrs from the spindle.
2. Place spindle bearing in position — make sure front spindle bearing and washers are tight against each other.
3. Place spindle through front of headstock and then slide on the large spindle gear, pulley, collar "D", and belt. Replace key. Position gear tight against spindle shoulder and spindle gear. Use palm of your hand or a soft hammer TANT — Use palm of your hand or a soft hammer lock collar "D". Against spindle pulley against the gear. Then lock collar and spindle pulley against the gear. Then tighten collar "A" and gear "B" and place spacer "C" on spindle gear, collar and tight bearing dust cover and key in spindle.
4. Place rear spindle bearing cone on spindle bearing carefully tap it on to spindle just far enough to mount spindle — tighten collar "A", moving bearing farther on threads.
5. Tighten collar "A", moving bearing further on spindle — tighten until collar stops at end of threads.
6. Remove guard that covers top left side of headstock. At the same time loosen nut that's on the screw.
7. Again remove collar and gear "B" and place bearing dust cover and key in spindle.
8. Replace gear "B", and take-up collar "A". Tighten collar too tight — spindle should rotate freely.
9. To determine correct bearing pre-load, give spindle position with screw and nut that holds upper end of quadrant a sharp spin with your hand — pulley should rotate about one turn. If it doesn't, adjust collar "A", then recheck. When properly adjusted, tighten lock screw in collar "A" — make sure brass plug is beneath screw.
10. Replace front dust cover.
11. Replace thumb assembly.
12. Raise quadrant so gears are in mesh and lock in position with screw and nut that holds upper end of quadrant.
13. Tighten lock screw on lower part of quadrant.
14. Replace headstock guard.
15. If spindle belt is being replaced, install counterbalance belt in its place. See Figure 11. Now continue to drive out the spindle — Be sure to catch it as it is released from the headstock.
16. Fasten counterbalance support bracket to rear of headstock — make sure bracket is between the belt and headstock.
17. Replace hood — adjust so it's flush with front of headstock.
18. Mount counterbalance spindle assembly — see page 13, RE-ASSEMBLING COUNTERSHAFT SPINDLE ASSEMBLY.

## HOW TO REMOVE HEADSTOCK SPINDLE

224. Tighten clutch adjusting screw if countershaft clutch slips when spindle drive is engaged.



see Figure 24.

6. Adjust clutch with the clutch adjusting screw —

5. Mount counterershift spindle assembly in housing and replace 2-step pulley and belt — see "RE-ASSEM-  
BLING COUNTERSHFT SPINDE, this page.

3. Clean bore of pulley hub and clutch ring with creosene or gasoline.
4. Re-assemble parts. Make sure that lock screws in collar next to pulley seat into holes in spindle.

**MPORTANT** — Make sure bars are kept in the order they are removed, especially the fibre washers — they must be replaced in their original

2. Next, remove the 3-step countershaft pulley by slackening off the grease cup, collars, and bearing race from the right end of spindle (end opposite the large two-step

SEE "REMOVING COUNTERTERSHIFT SPINDLE ASSEMBLY", PAGE 12.

With kerosene or gasoline. To remove:—

all clutch slippage, it's an indication that the clutch assembly has worked but clutch mechanism and the clutch assembly must be removed from the engine thoroughly.

DO NOT tighten screw too tight — spindle drive will not disengage when clutch lever is moved to the right if clutch adjustment screw just enough to prevent stripping.

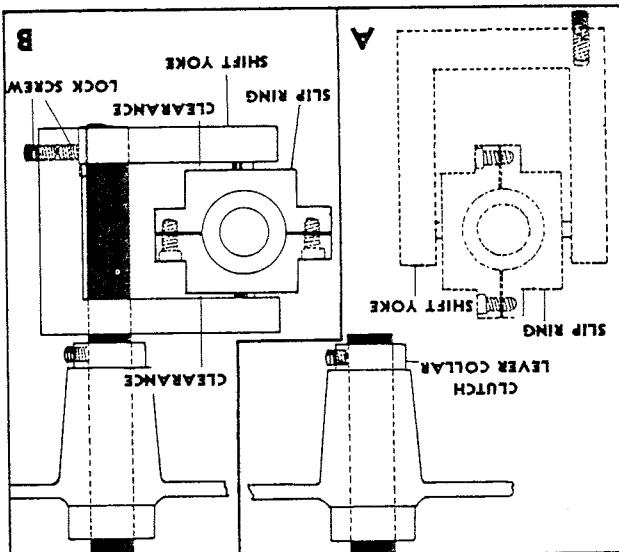
First remove the lock screw that's just ahead of the clutch adjusting screw—see Figure 24. Then tighten

II the counterrevolutionary groups when the spine of active  
is engaged, adjust as follows:

## ADJUSTMENT

## CLUTCH COUNTERSHAFT

### 23. Installing the shift locks.



6. Replace counterweights if pulley should be toward outside. and belt. Large step of pulley should be toward outside. and belt. Large step of pulley should be toward outside.

35. Make sure shift yoke isn't touching upper or lower slip ring. If it is loosen collars on lever above and below hood and adjust lever. Lock in this position by locking collars against hood.

Figure 23B. Push lever through shift yoke. Line up keyways and replace key. Lock yoke to lever with the two socket set screws.

4. Now slide shift yoke over the slip ring pins and swing yoke up so its in line with clutch lever — see [Photo 20C](#).

3. Turn slip ring (see Figure 23A) so pins are in a horizontal position and the cap screw heads face

2. slide clutch lever through hole in top of hood. Replace clutch lever collar and temporarily position about  $1/2$ " above end of lever — tighten screw in collar just enough to hold collar in place.

11. Place counterweights at spindles in assembly in bearing hangars. Lock in place with lock nuts.

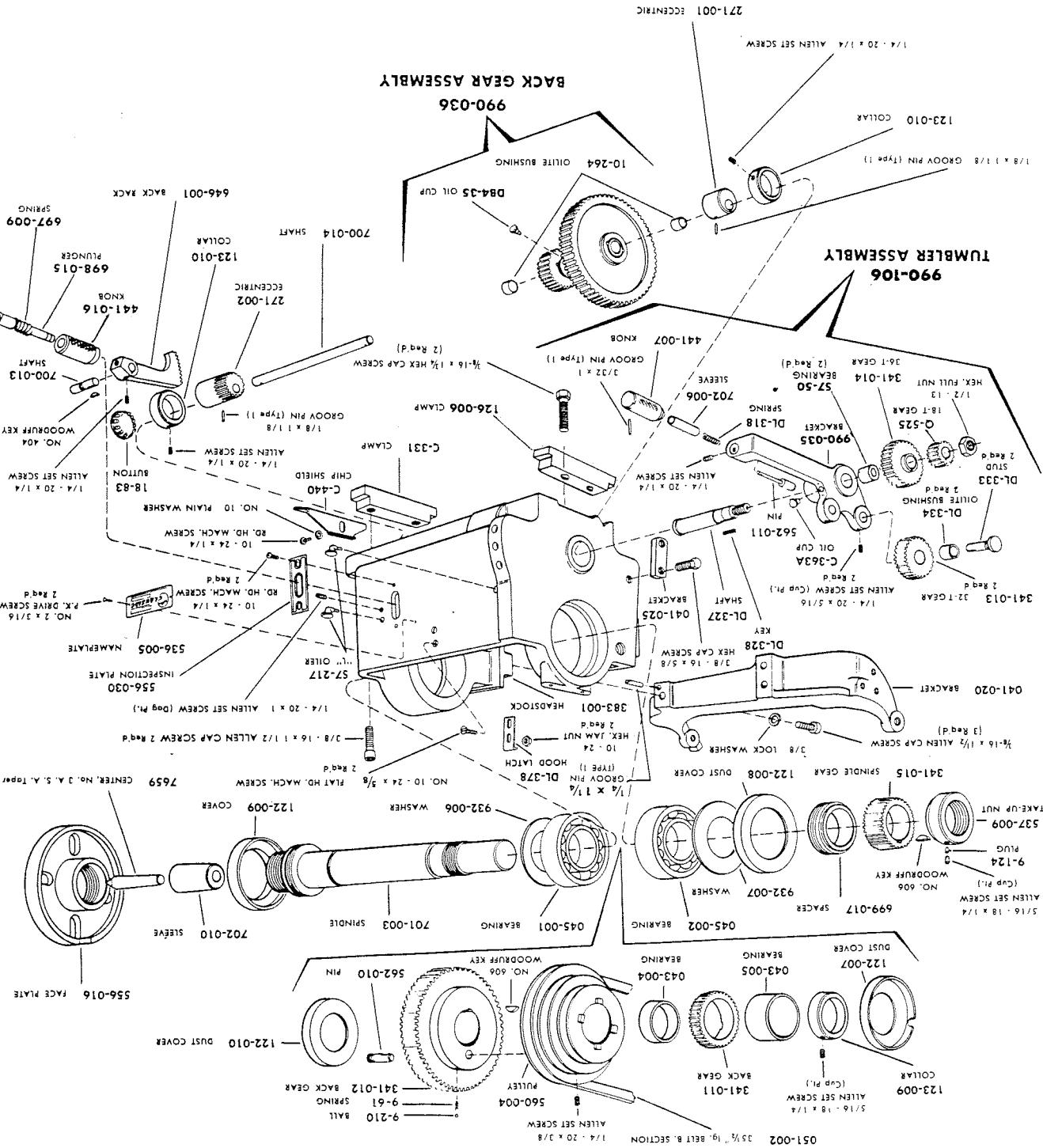
## SPINDLE ASSEMBLY

## RE-ASSEMBLING COUNTERSCHAFT



THE PARTS ILLUSTRATED ON THIS PAGE ARE FOR LATHE  
WITh SERIAL NUMBERS BE-  
TWEEN 000582 AND

IMPORTANT



[LESS 556-016 AND 041-012]

HEADSTOCK ASSEMBLY 990-038

## IMPORTANT

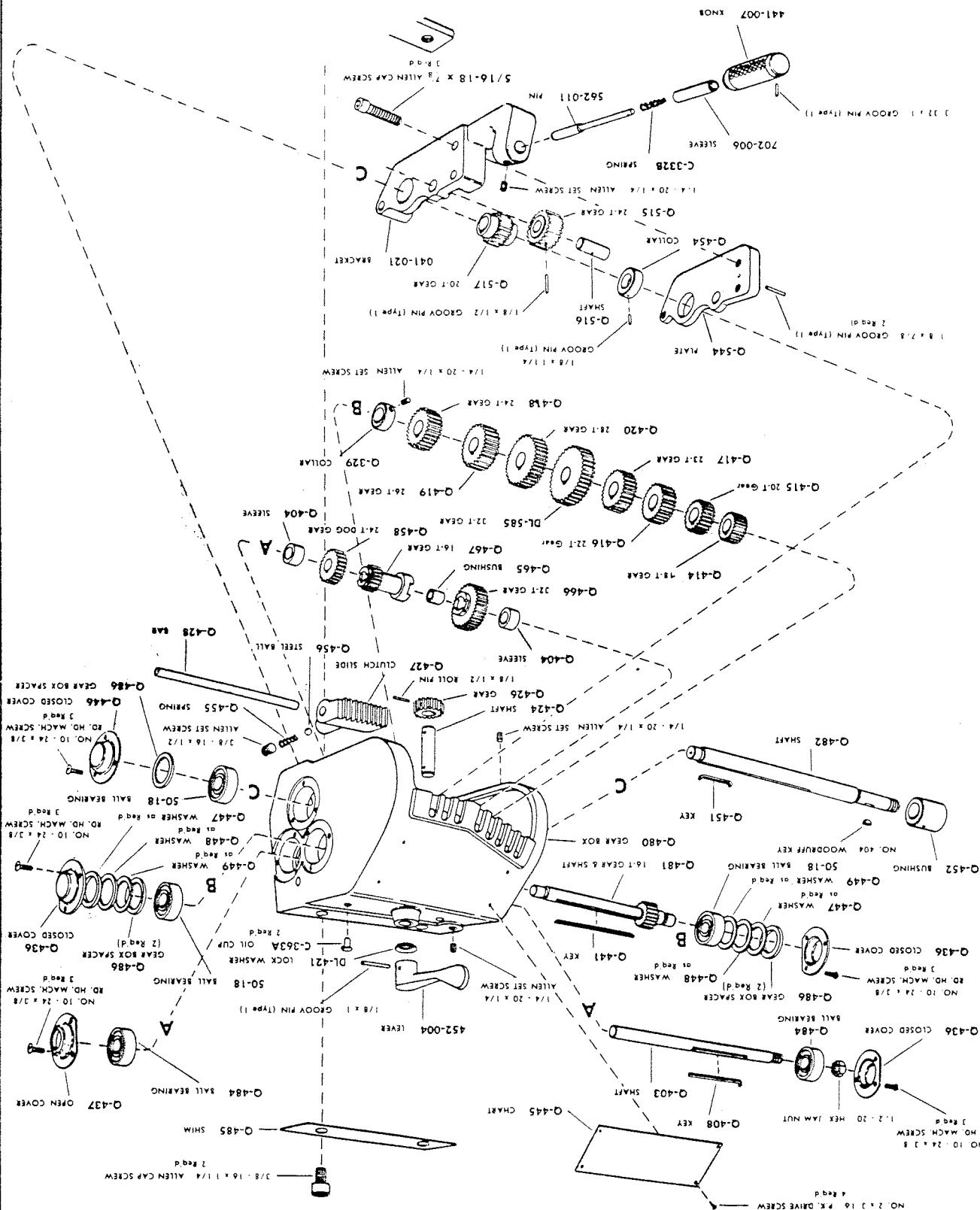
The parts illustrated on this page are for lathe serial numbers between 000200 and 000200 and

1/4 - 20 x 1 FIL, HD, MACH, SCREW

## QUICK CHANGE GEAR TRAIN

EL 9000 PUB

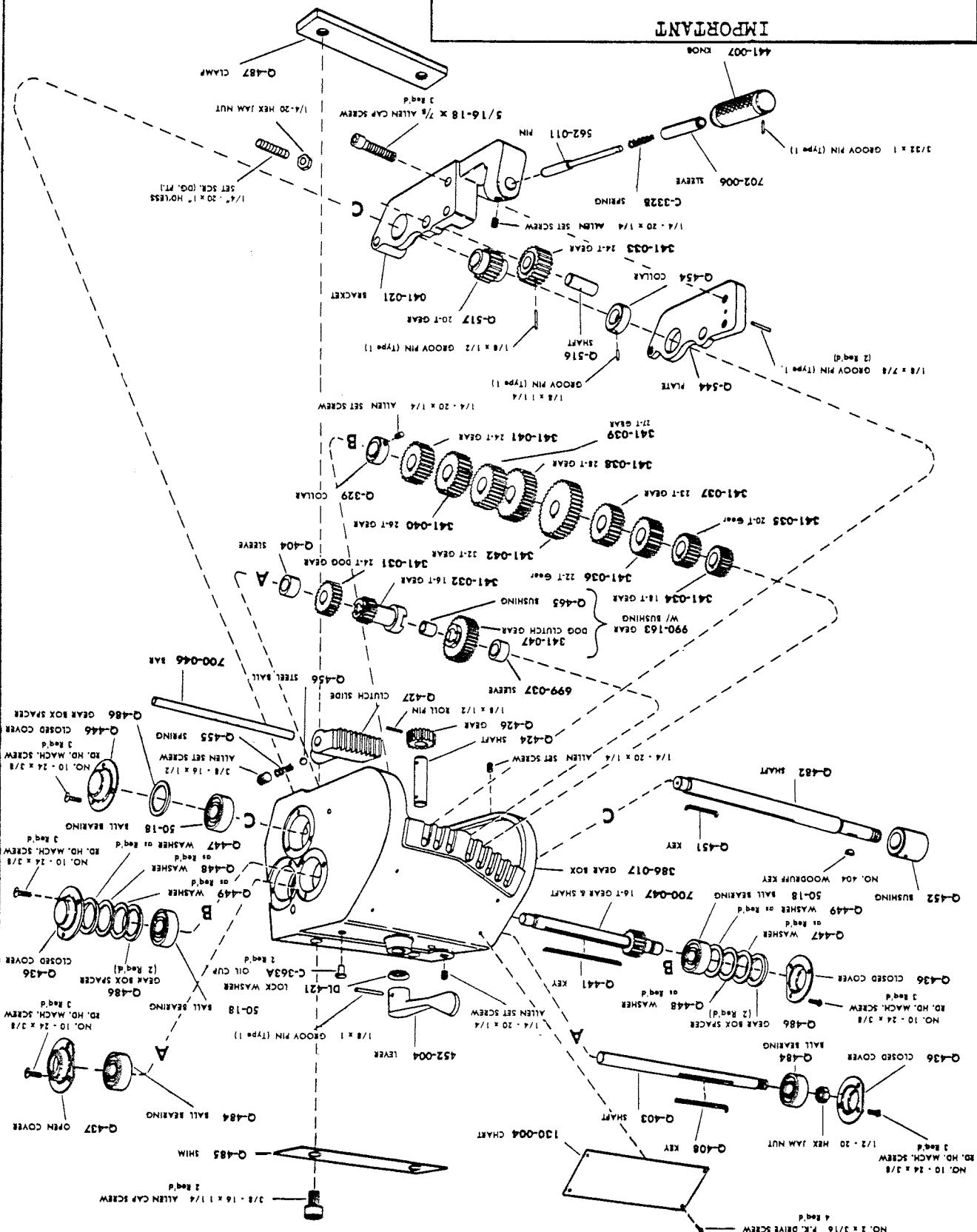
## IMPORTANT



QUICK-CHANGE GEAR BOX ASSEMBLY

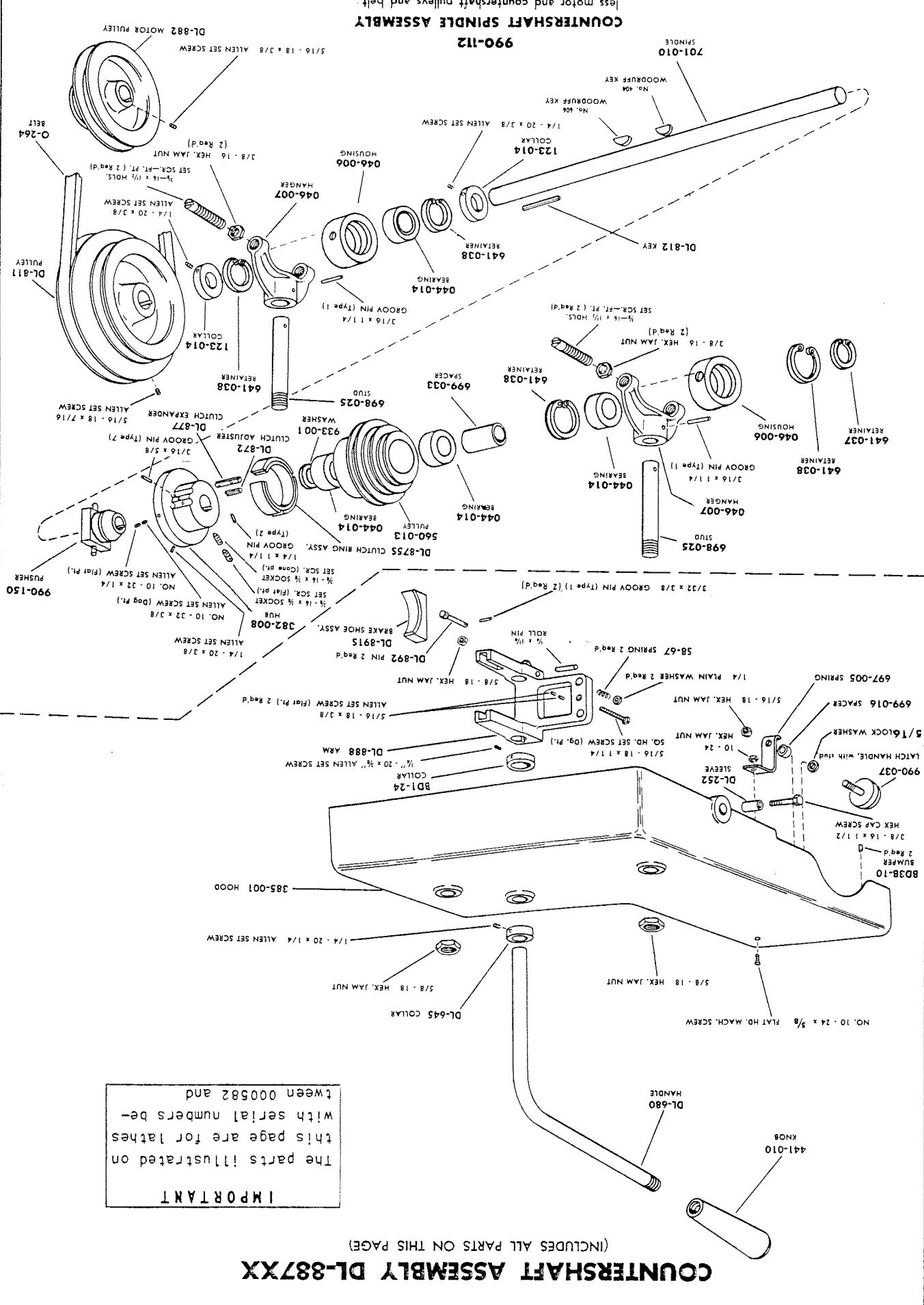
# QUICK-CHANGE GEAR BOX ASSEMBLY

The parts illustrated on this page are for lathees with serial numbers between 001057



## COUNTERFRICTION SPINDEL ASSAMBLY

211-066

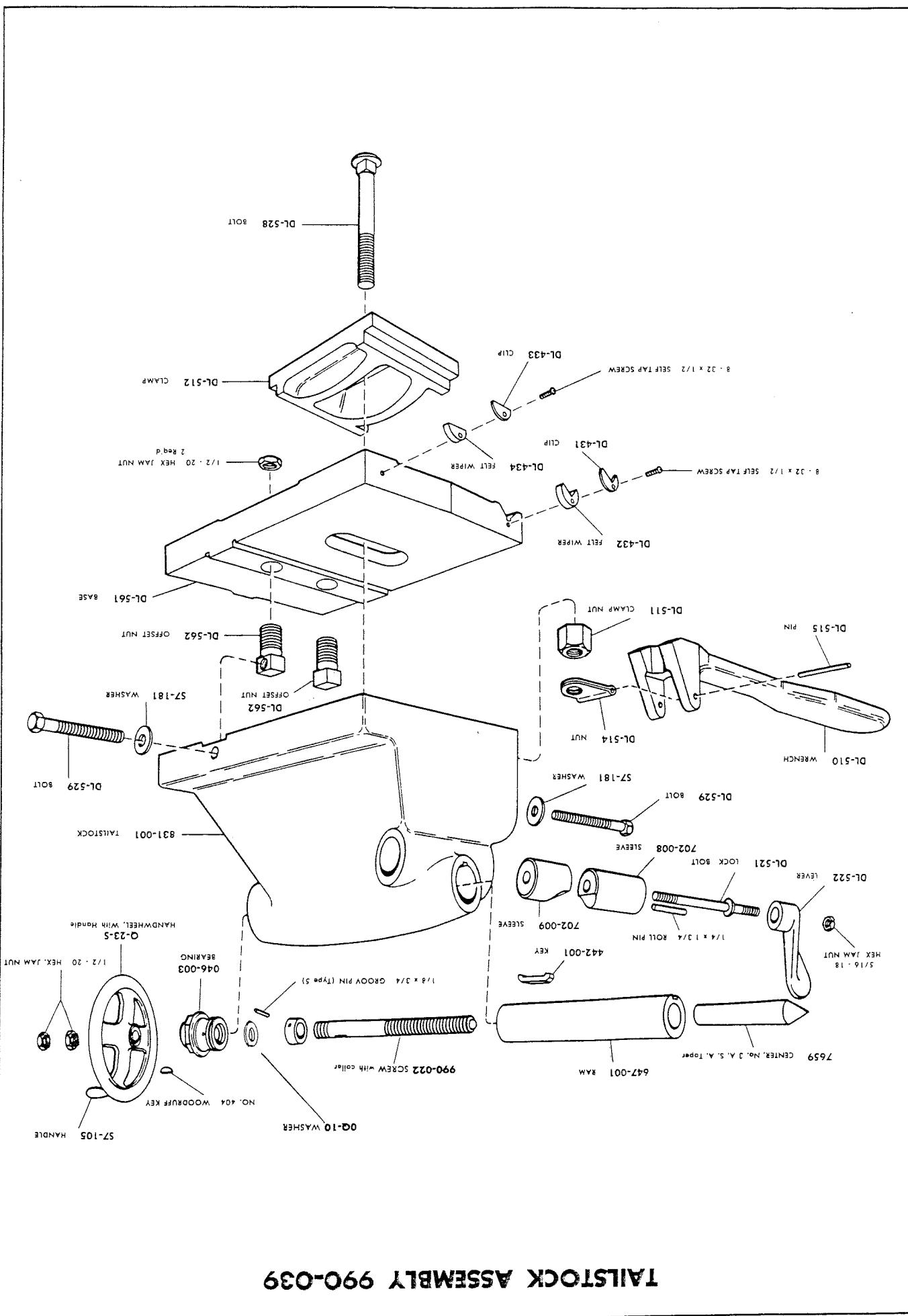


## CARRIAGE SADDLE AND COMPOUND ASSEMBLY

(LESS WRENCH)

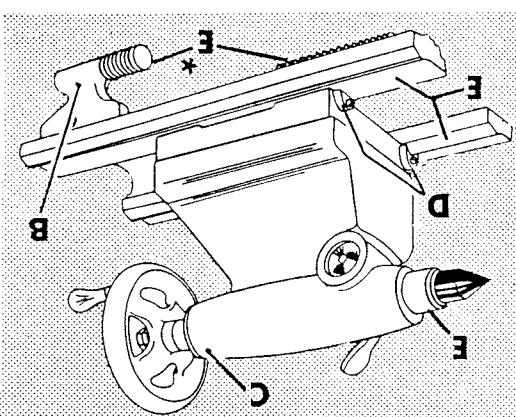
COMPOUND AND CROSS SLIDE ASSEMBLY

TALSTOCK ASSEMBLY 990-039



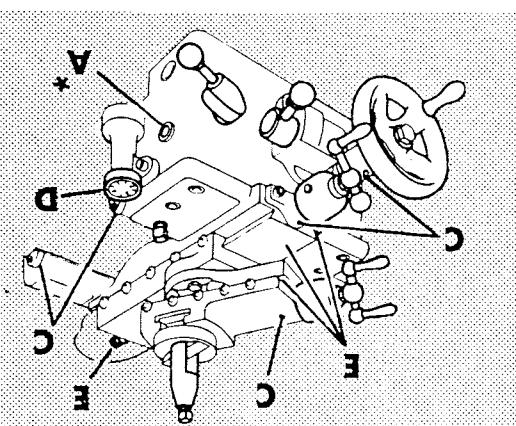
Oil and dirt form an abrasive compound which can easily damage carefully fitted bearing surfaces. Wipe the bed and all polished parts with a clean oily rag at frequent intervals. Use a brush to clean spindle threads, gear teeth, lead screw threads, etc.

## KEEP YOUR LATHE CLEAN



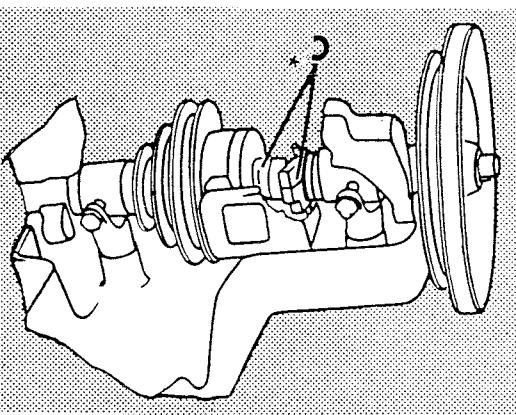
**TAILSTOCK — LEADScrew — LEADScrew BEARING — RACK — LEADScrew BEARING —**  
 \*About once a month clean with kerosene and a brush, then cover with oil.

**GEAR TRAIN**  
**QUICK-CHANGE**



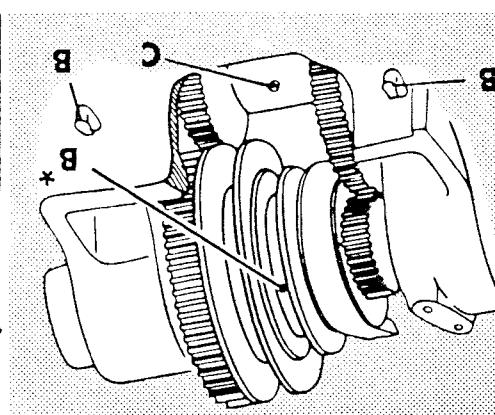
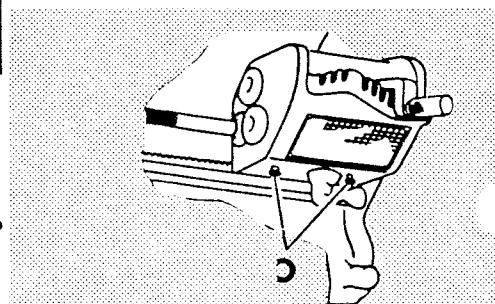
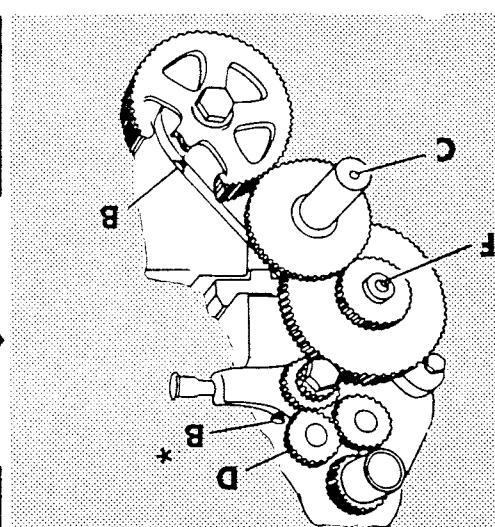
**CARRIAGE**  
 \*Remove pipe plug and fill apron to oil level at all times. Maintain this level at all times.

**GEAR BOX**  
**QUICK-CHANGE**



**HEADSTOCK AND BACK GEARS**  
 \*Once a week place a drop of oil on clutch pusher and expander pin.

**COUNTERSHAFT**  
 \*Remove set screw to oil bearings.



A — **FLILL TO** oil level window with S.A.E. No. 20 oil  
 B — **FLILL DAILY** with S.A.E. No. 20 oil  
 C — **FLILL WEEKLY** with S.A.E. No. 20 oil  
 D — **FLILL MONTHLY** with S.A.E. No. 20 oil  
 E — **KEEP CLEAN** and well oiled at all times  
 F — **LUBRICATE** with a medium grade automotive cup grease

## CODE

**IMPORTANT — LUBRICATE LATHE BEFORE OPERATING**

**CLAUSSING 3300 SERIES 12-inch LATHES**

**LUBRICATION CHART**



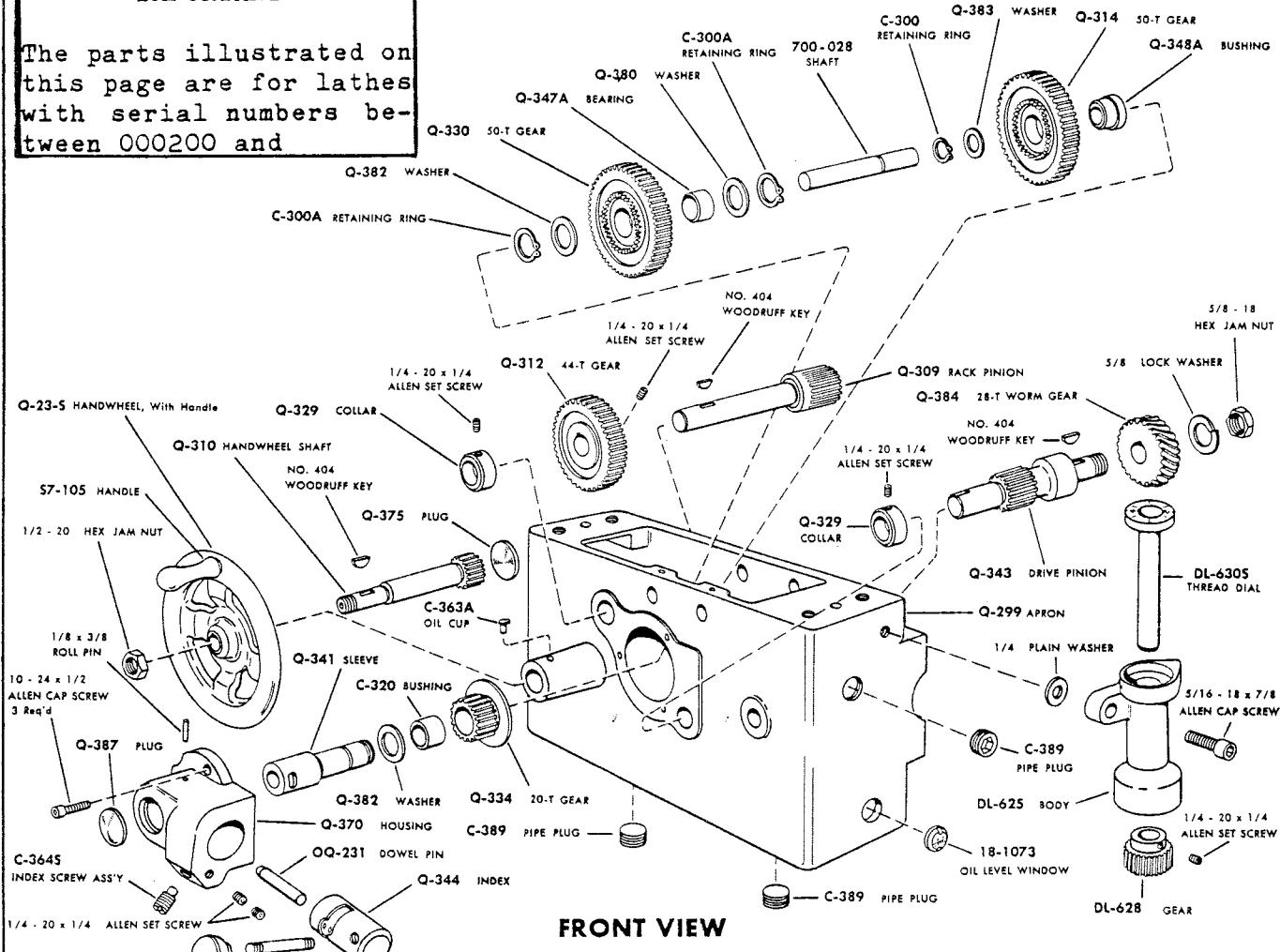


## **CARRIAGE APRON ASSEMBLY Q-299-S**

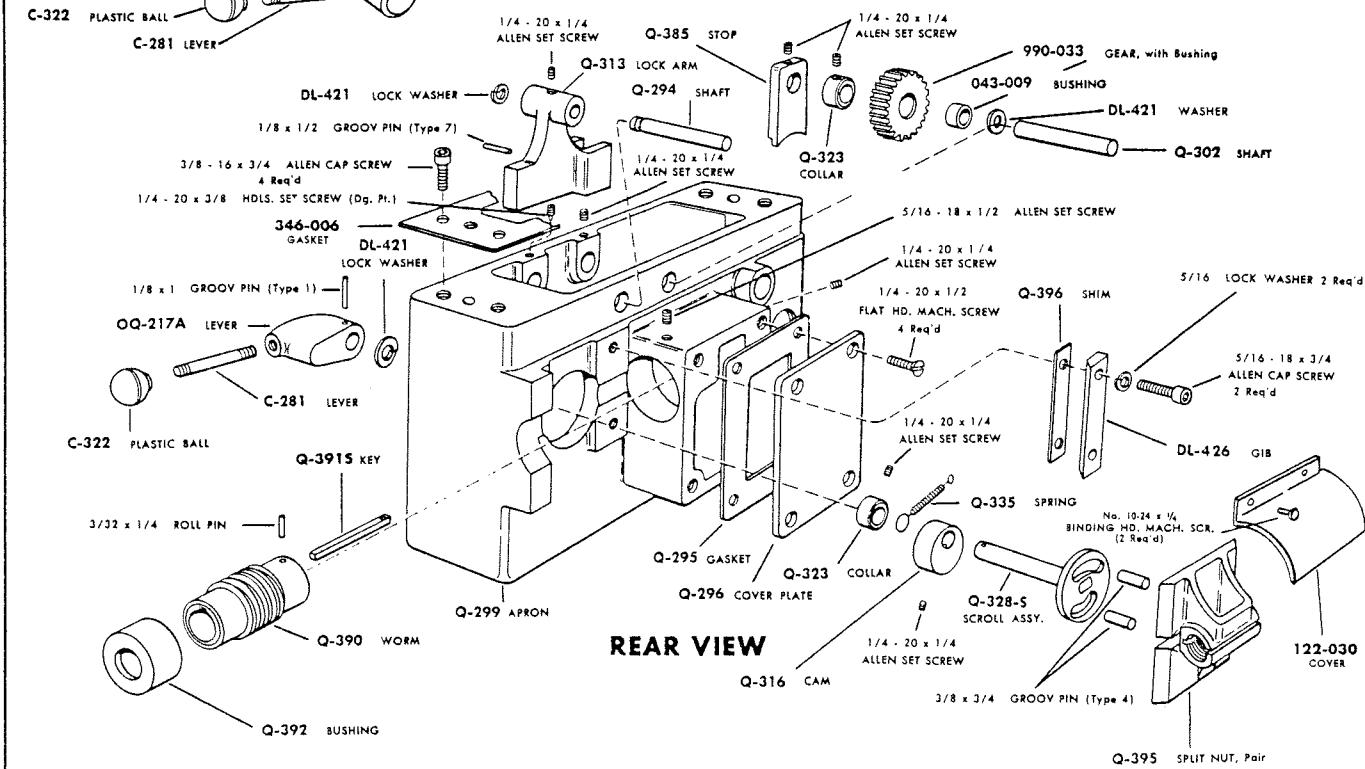
**IMPORTANT**

The parts illustrated on this page are for lathes with serial numbers between 000200 and

(LESS THREADING DIAL)



## FRONT VIEW



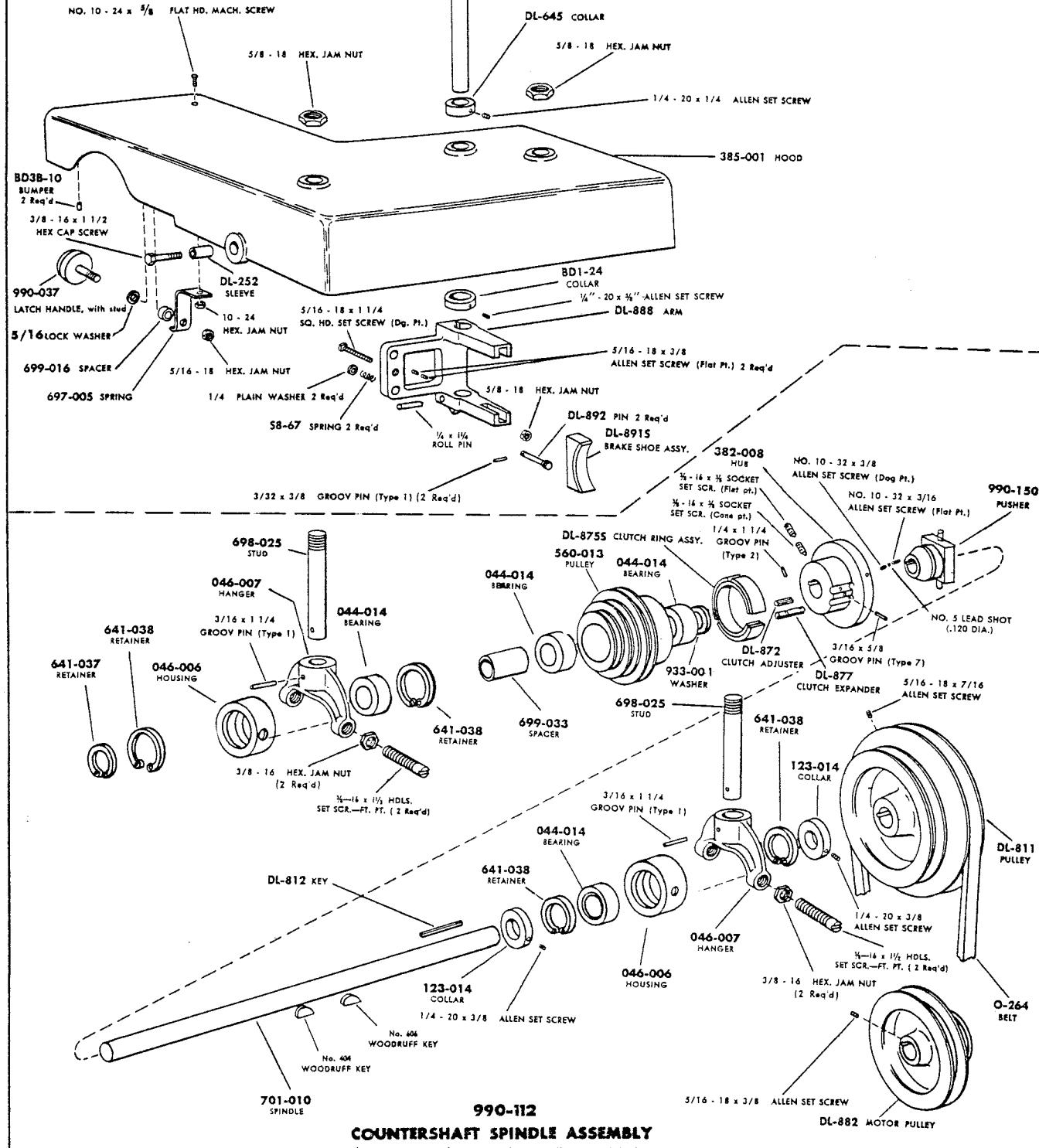
#### REAR VIEW

# COUNTERSHAFT ASSEMBLY 990-208

(INCLUDES ALL PARTS ON THIS PAGE)

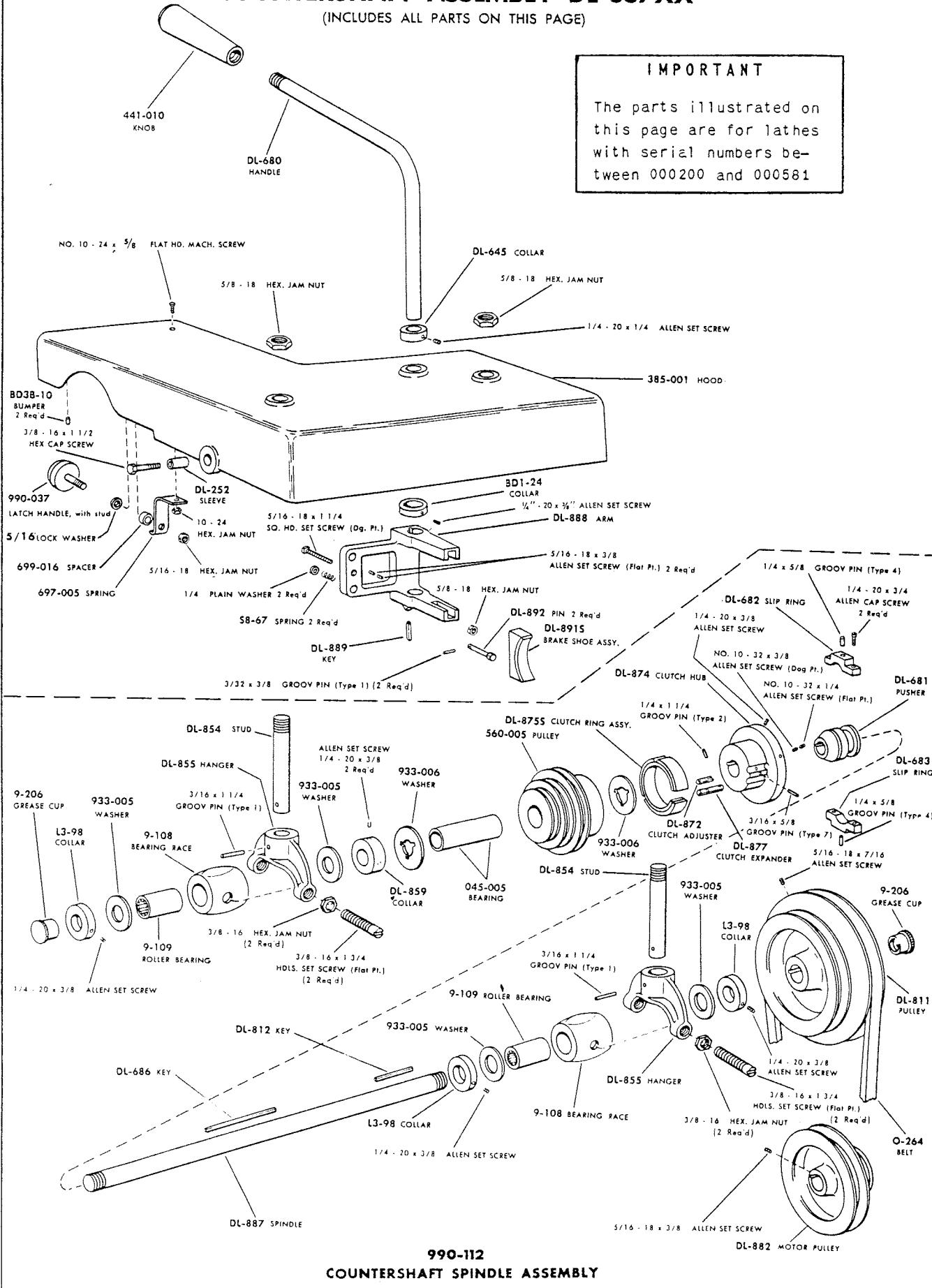
## IMPORTANT

The parts illustrated on this page are for lathes with serial numbers between 000940 and

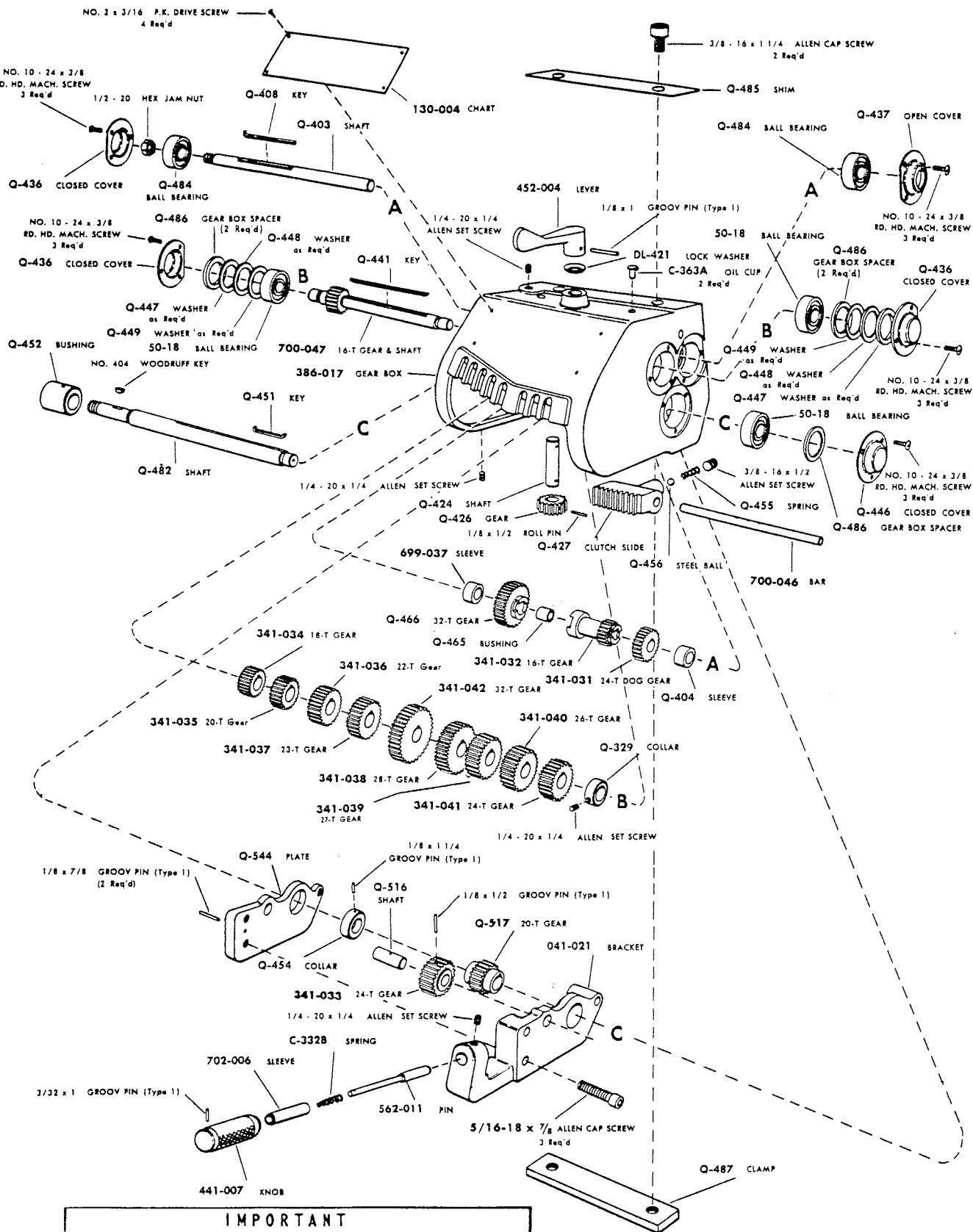


# **COUNTERSHAFT ASSEMBLY DL-887XX**

(INCLUDES ALL PARTS ON THIS PAGE)



# QUICK-CHANGE GEAR BOX ASSEMBLY

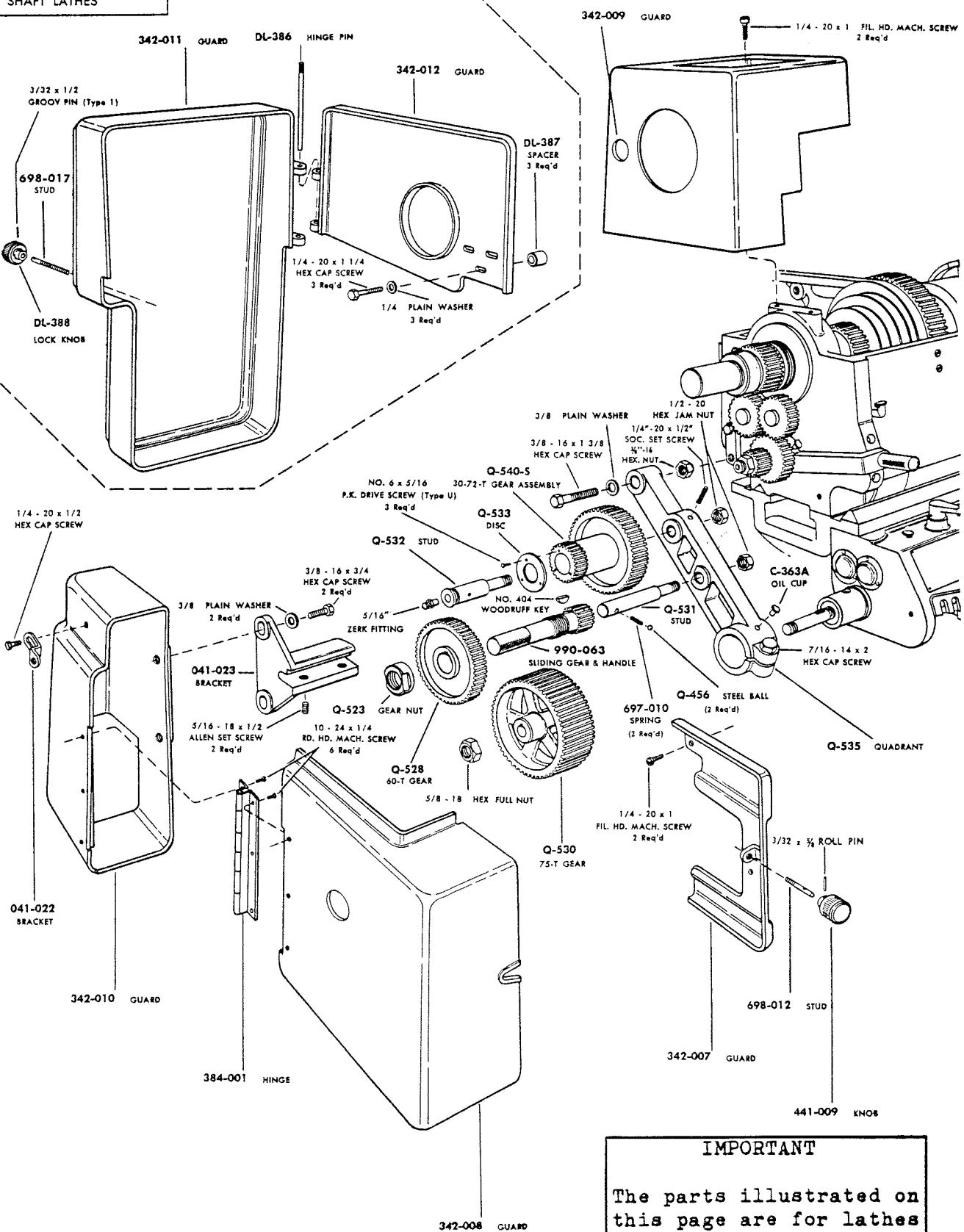


## IMPORTANT

The parts illustrated on this page are for lathes with serial numbers between 000674 and

# QUICK CHANGE GEAR TRAIN

NOTE: FOR USE WITH  
HORIZONTAL COUNTER-  
SHAFT LATHES



## IMPORTANT

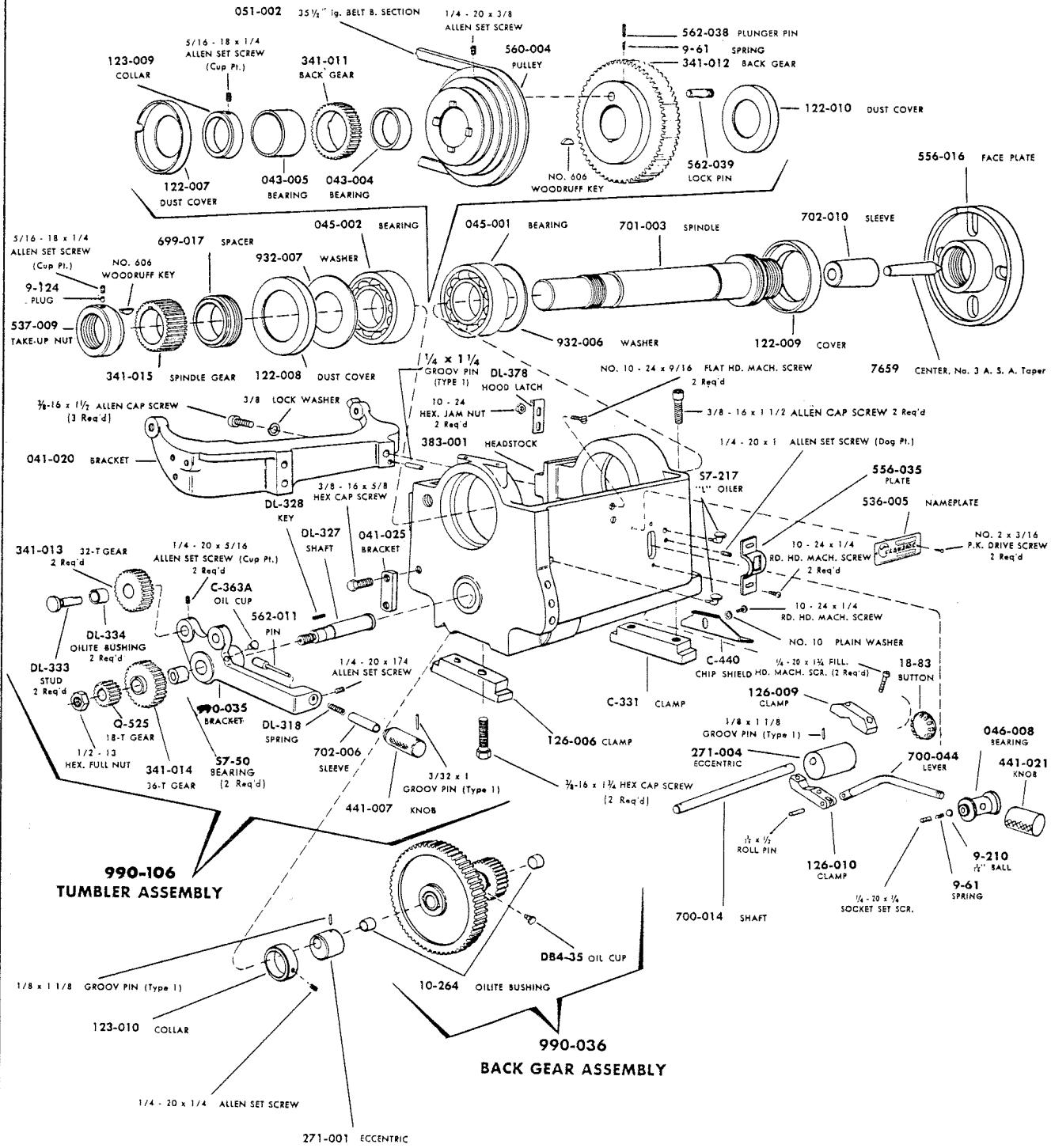
The parts illustrated on  
this page are for lathes  
with serial numbers be-  
tween 000728 and

# HEADSTOCK ASSEMBLY 990-038

(LESS 556-016 AND 041-020)

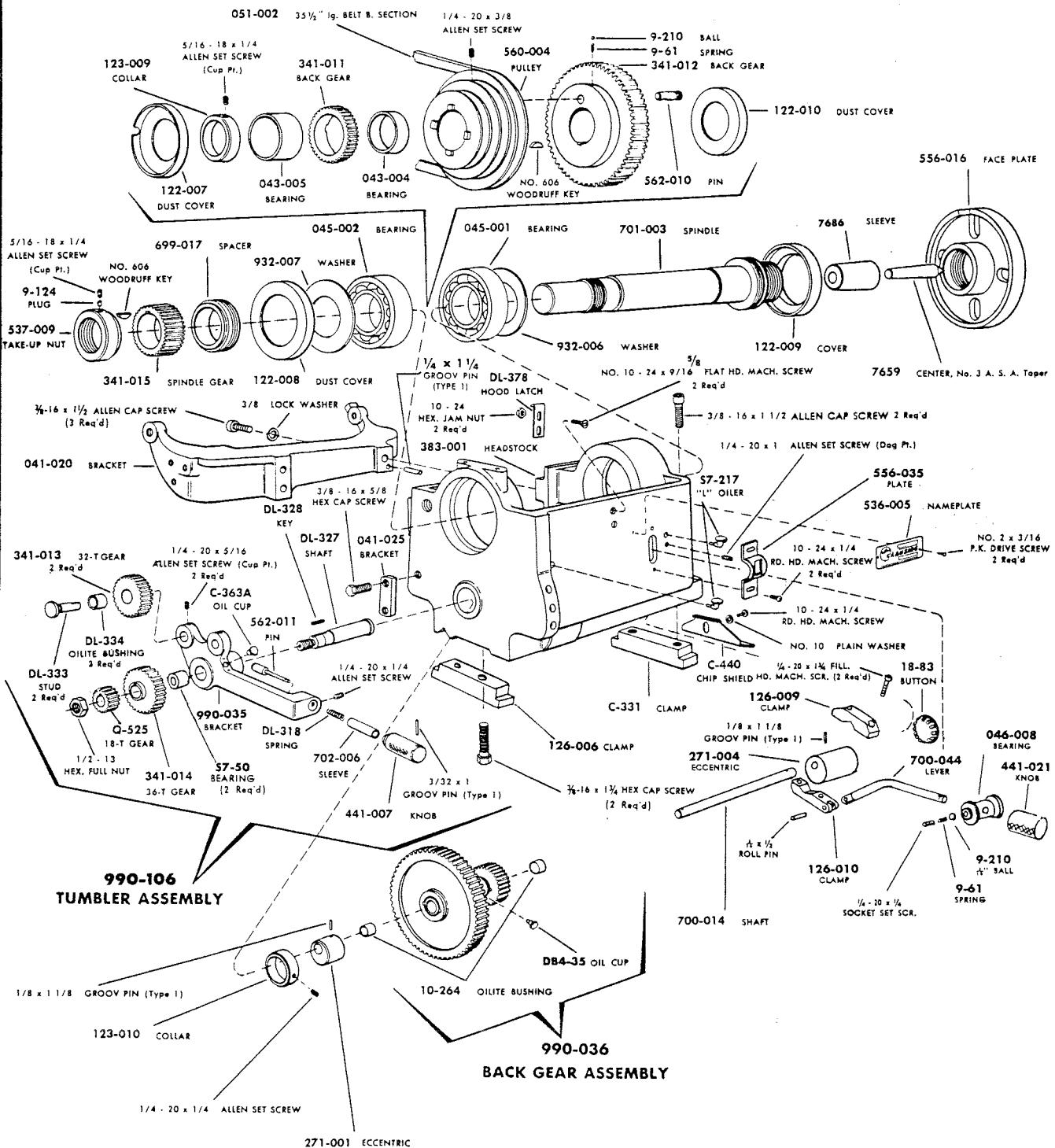
## IMPORTANT

The parts illustrated on this page are for lathes with serial numbers between 001078 and



# HEADSTOCK ASSEMBLY 990-038

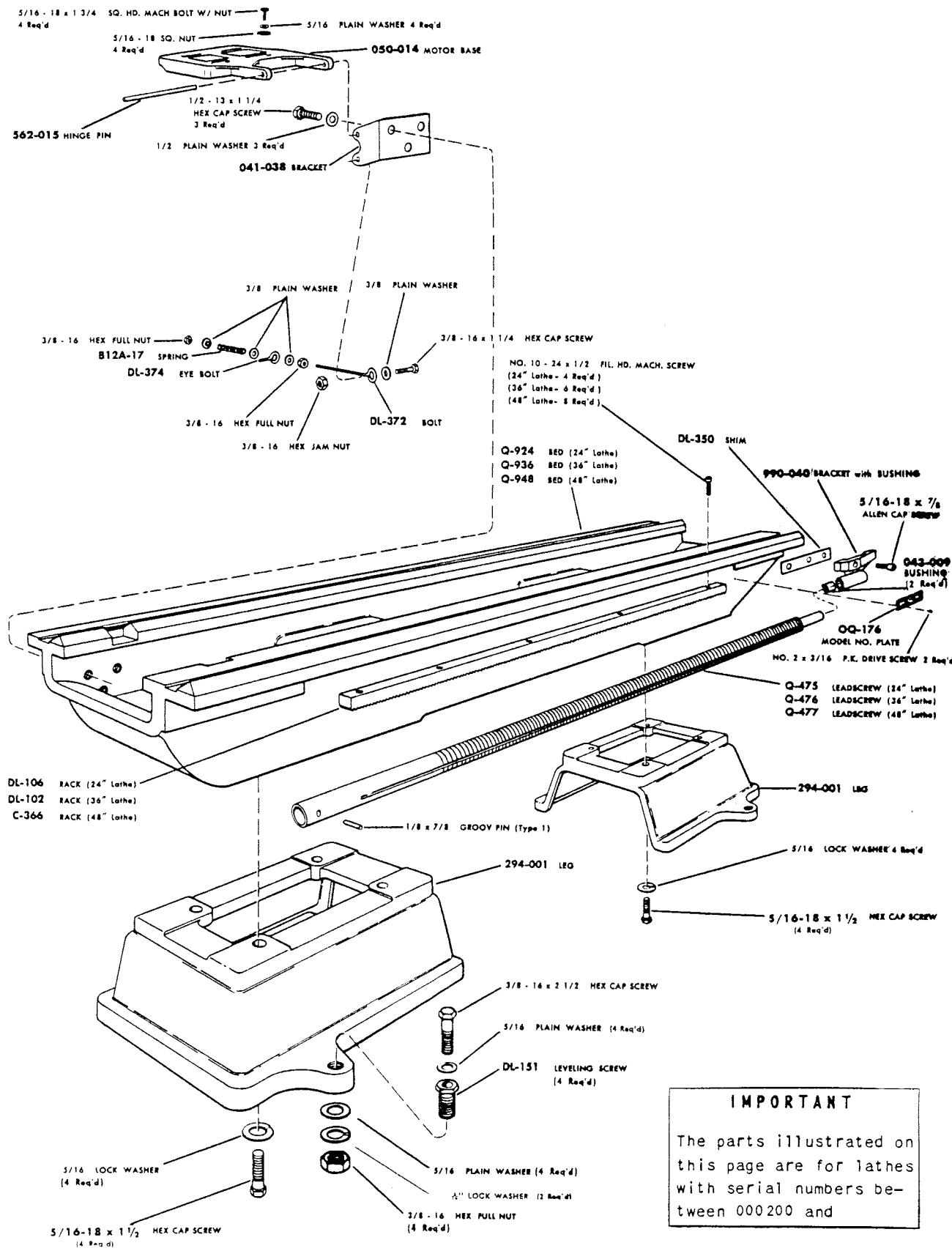
(LESS 556-016 AND 041-012)



## IMPORTANT

The parts illustrated on this page are for lathes with serial numbers between 000200 and 000581

# BED AND LEADScrew ASSEMBLY



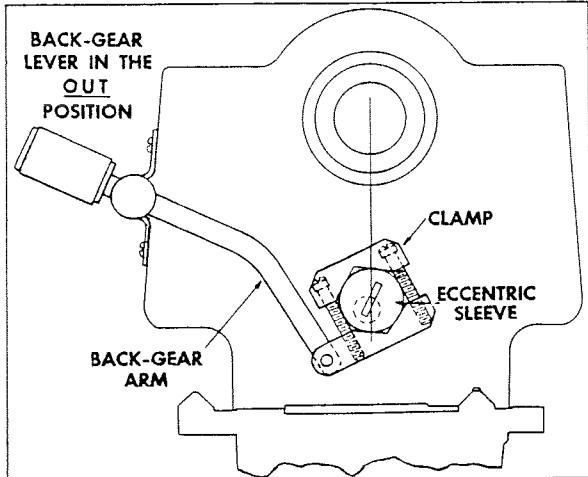
## HOW TO REMOVE BACK GEARS

(See Figure 19)

1. Remove headstock spindle — see instructions "HOW TO REMOVE HEADSTOCK SPINDLE", page 11.
2. Place back-gear lever in the OUT position.
3. Loosen lock screws in collars "G" and "H" — see Figure 19.
4. Drive out groov pin "F" that holds back-gear shaft to eccentric sleeve.
5. IMPORTANT: Mark the position of the back-gear lever clamp on the right eccentric sleeve, then loosen clamp screws. Marking position of clamp will make it easier to position clamp in its original place on the eccentric sleeve when parts are replaced.
6. Now, with a brass rod or drift, drive out the back-gear shaft and eccentric sleeve through front of headstock.
7. Remove back-gears from headstock.

## RE-ASSEMBLING THE BACK-GEARS

1. Lightly file all burrs from the back-gear shaft.
2. Replace the left back-gear eccentric sleeve and collar "G" — hole in eccentric should be straight down.
3. Slide back-gear shaft, with right eccentric sleeve, through front of headstock, replacing collar "H", back-gear lever clamp and back-gears. Continue sliding shaft through headstock and into left eccentric sleeve.
4. Line up groov pin hole in left eccentric with shaft and replace groov pin "F".
5. Replace headstock spindle — see RE-ASSEMBLING THE HEADSTOCK SPINDLE, steps 1 through 3.
6. Now position the back-gears to line up with the spindle gears and tighten collars "G" and "H" lightly against sides of headstock.
7. Place back-gear lever in the out position. Line up marks on clamp and right eccentric sleeve and tighten clamp screws.
8. Assemble remainder of headstock spindle parts — steps 4 through 14.

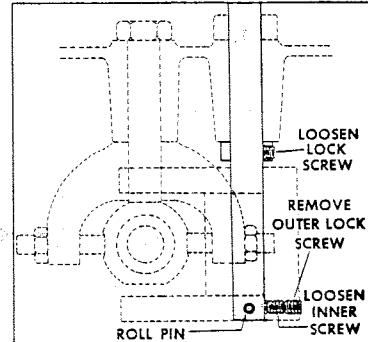


20. When replacing the back-gear shaft, make sure shaft is positioned as shown.

9. Run lathe in back-gear drive to check the mesh of the back-gears. If lathe runs noisy, or if there's too much play between the gears, stop motor and shift right eccentric sleeve — see BACK-GEAR ADJUSTMENT, below.

## BACK-GEAR ADJUSTMENT

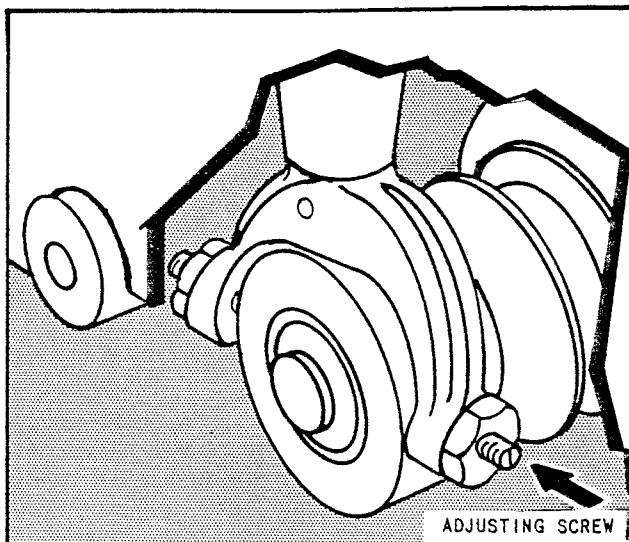
To adjust gear mesh, or gear play, between the back-gears and spindle-gears, shift back-gear lever upward to the OUT position. Next loosen back-gear lever clamp screws — see Figure 20. Remove cap in right end of headstock, and with a screwdriver turn the eccentric sleeve slightly. Tighten clamp screws, and check gear mesh by placing lever in back-gear position. Repeat adjustment if necessary until gears are in proper mesh.



21. Loosen lock screws in collar and shift yoke when removing the countershaft spindle assembly.

## REMOVING HORIZONTAL COUNTERSHAFT SPINDLE ASSEMBLY

1. Remove motor belt and loosen lock screw in countershaft pulley and remove pulley.
2. Remove the two lock screws and roll pin that holds clutch lever in shift yoke — see Figure 21.
3. Next loosen the lock screw in clutch lever located directly under hood.
4. Remove clutch lever. It may be necessary to drive it out — use a  $1\frac{1}{2}$ " brass rod and hammer. Catch the shift yoke, and collar as lever is removed.
5. Loosen the nuts on the two rear countershaft hanger adjusting screws (Figure 22) and then loosen adjusting screws just enough to remove complete countershaft spindle assembly.



22. Loosen the rear adjusting screws on each hanger to remove countershaft spindle assembly.

## TAILSTOCK

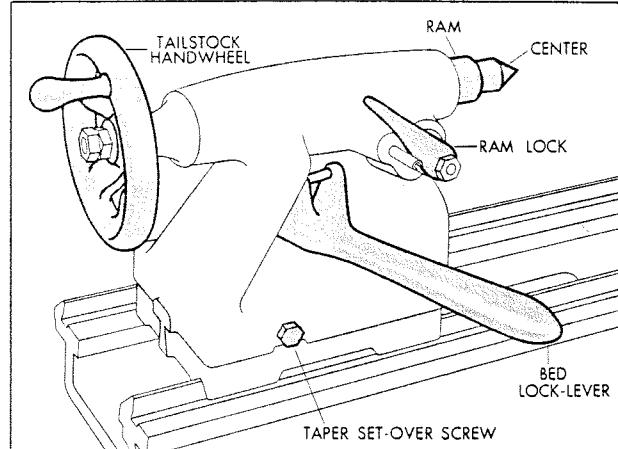
(See Figure 18)

Tailstock is securely locked to the bed with the lever-controlled bed lock located on the rear of the tailstock. Graduations on the ram simplify accurate boring and drilling. Ram is locked in place with the lock handle located on top of tailstock. Before inserting the center in the tailstock ram, clean both tapers thoroughly with a dry cloth.

Tailstock can be set over 1" for taper turning by first loosening the bed clamp and then adjusting the screws on front and back of tailstock base.

## MOUNTING CHUCKS AND FACE PLATES

1. Carefully wipe face of chuck hub and threads (or face plate) clean of dirt and chips.
2. Carefully wipe spindle threads and shoulder clean of any dirt and chips.
3. Oil lathe spindle threads with a light film of clean oil — chuck or face plate will thread more freely on spindle.
4. Tighten belt, or place lathe in back gear to hold spindle firmly in position.
5. Screw chuck or face plate on spindle, turning it rapidly as it nears spindle shoulder so it will seat firmly against spindle shoulder face. Make sure threads are not crossed — chuck or face plate should thread on spindle easily.



18. Controls on the lathe tailstock.

## TO REMOVE CHUCK OR FACE PLATE

1. To remove chuck, rotate chuck until wrench hole is on top. Lock spindle by engaging back gears without pulling out lock pin. Now place chuck wrench in chuck and pull. If chuck doesn't release, tap BASE OF WRENCH lightly with a mallet. Remove chuck carefully so as not to damage spindle threads. Disengage back gears.
2. To remove face plate, lock spindle by engaging back gears without pulling out lock pin, tap slot in face plate with a lead or brass hammer in a counterclockwise direction. Remove face plate carefully so as not to damage spindle threads. Disengage back gears.

*CAUTION — Do not turn power on with the spindle locked — never remove chuck or face plate while lathe is running.*

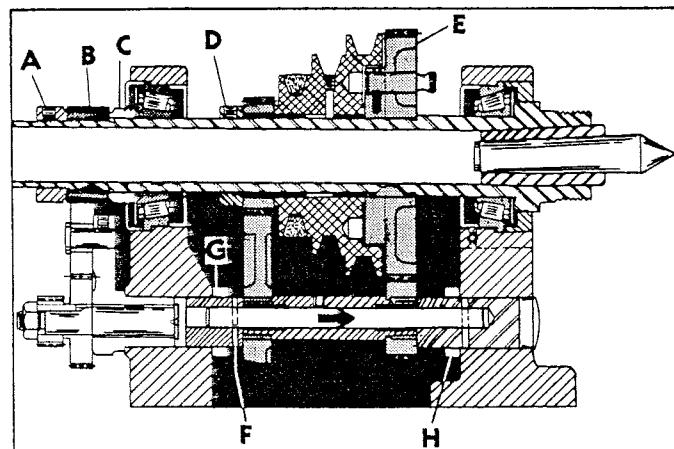
## Service and Adjustments

### SPINDLE BEARING ADJUSTMENT

If the spindle turns too freely, or if play is noticeable when spindle is pushed back and forth, adjust the bearing as follows:

1. Loosen lock screw in take-up collar "A" (Figure 19) and tighten collar until all spindle play has been removed.
2. To determine correct bearing preload, give spindle pulley a sharp spin with your hand — pulley should rotate about one turn. If it doesn't, adjust collar "A", then recheck.

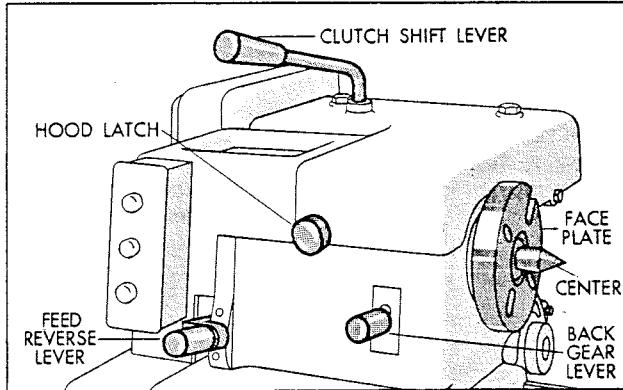
*CAUTION — Do not tighten collar too tightly — spindle should rotate freely.*



19. Sectional view of the lathe headstock showing spindle and back-gear arrangement.

## FEED REVERSE LEVER

The feed reverse lever, or lead screw direction lever, is located on left side of headstock, Figure 11. Lever has three positions. Center position is neutral and disengages gear train. Upper position moves carriage toward tailstock. Lower position moves carriage toward headstock. *This lever should not be moved while lathe is operating at high speeds — it may strip the gears or result in serious damage to the lathe.* It is possible to quickly reverse lead screw at lower speeds if desired.

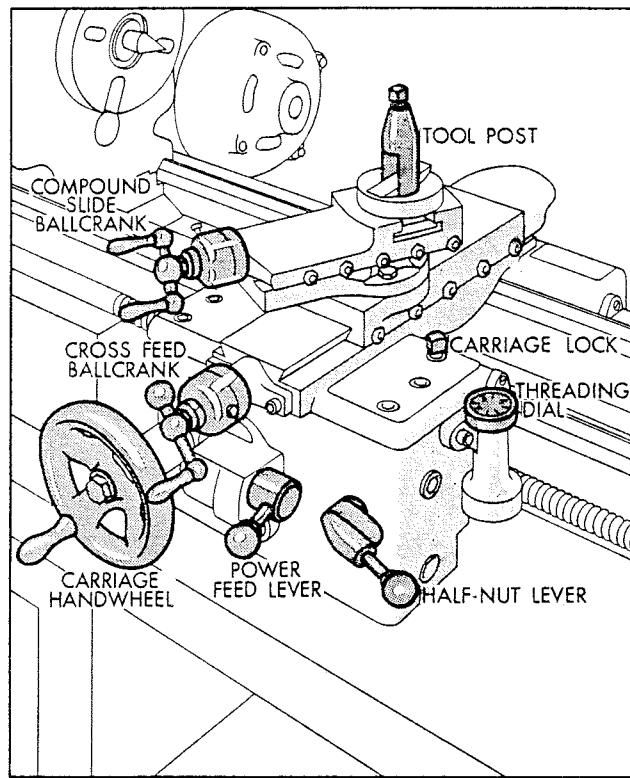


11. Lathe headstock and controls.

## AUTOMATIC APRON

Figure 12 gives the names and positions of the carriage controls. The carriage handwheel moves the carriage along the lathe bed. The cross feed and compound slide ball cranks move the carriage slide and tool rest in and out.

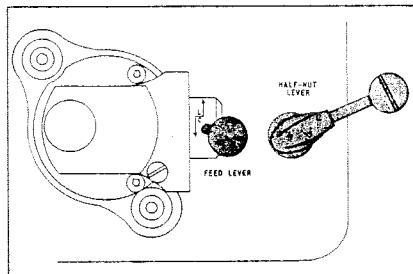
The carriage lock screw is used to lock the carriage to the bed — use it for facing or cut-off operations only.



12. Controls on the lathe carriage.

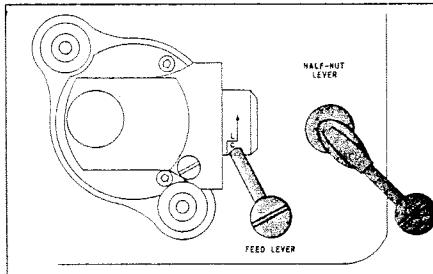
**IMPORTANT — Use the half-nut lever for threading only — never for feeds. It will prolong the life of the lead screw, and preserve its accuracy for threading operations.**

The power feed lever controls the operation of both power longitudinal and power cross feeds — the half-nut lever engages the half-nuts with the lead screw.



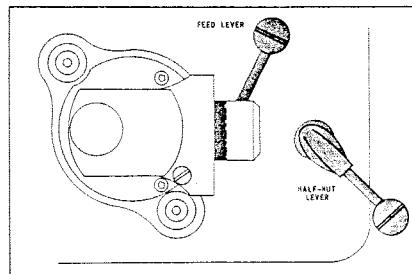
### 13. THREADING

Place feed lever at the horizontal position. Shift half-nut lever upwards to engage half-nuts with lead screw. Use the half-nuts for threading only — never for feeds.



### 14. POWER CROSS FEED

To engage power cross feed, place half-nut lever in the down position — the feed handle cannot be moved until half-nut lever is in this position. Move feed handle downward to the vertical position.

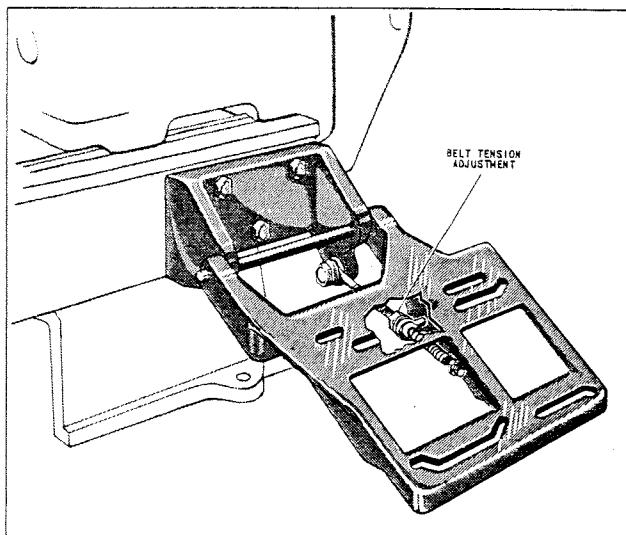


### 15. LONGITUDINAL FEED

To engage longitudinal feed, first make sure half-nut lever is in the down position. Shift feed lever sideways to the right about  $\frac{1}{4}$ ", and then upwards to the vertical position.

## MOUNTING THE MOTOR ON HORIZONTAL COUNTERSHAFT LATHES

1. Mount motor base assembly to the lathe bed with the three screws furnished.
2. Slide pulley on motor with large step next to motor.
3. Mount motor on motor base and fasten in place with the four bolts furnished.
4. Place belt over pulleys and shift motor until pulleys are aligned and belt is straight, then tighten motor mounting bolts.
5. Adjust spring to obtain proper belt tension — see Figure 8. Belt should be just tight enough to prevent slipping.



8. Motor base mounted to lathe. Adjust spring to obtain proper belt tension.

## Oiling the Lathe

*Use the lubrication chart furnished with the lathe  
as a guide for locating the oiling positions.*

**APRON** To fill oil reservoir in apron remove pipe plug on side of apron and use hole for supplying oil. Fill apron to level indicator on side of apron. Maintain this oil level at all times. Use S.A.E. No. 20 machine oil.

**GEAR TRAIN** Fill oil cup on reverse handle — add oil daily. Place oil in hole in end of sliding gear handle — lubricate weekly. Fill zerk fitting monthly with a light grease for quadrant gear lubrication.

**GEAR BOX** Apply oil frequently thru oil cups on top of gear box for general lubrication of all moving parts. Gear box bearings are sealed-for-life ball bearings and do not require lubrication.

**HEADSTOCK** Lubricate the spindle bearings thru the two oil cups on front of headstock. Lubricate back-gear bearings thru oiler in back gear shaft quill. To oil spindle pulley bearing, remove set screw in pulley.

**COUNTERSHAFT** All the ball bearings in the counter shaft are lubricated for life and permanently sealed against dust and dirt and need no further attention.

### OTHER PARTS TO OIL OCCASIONALLY ARE:

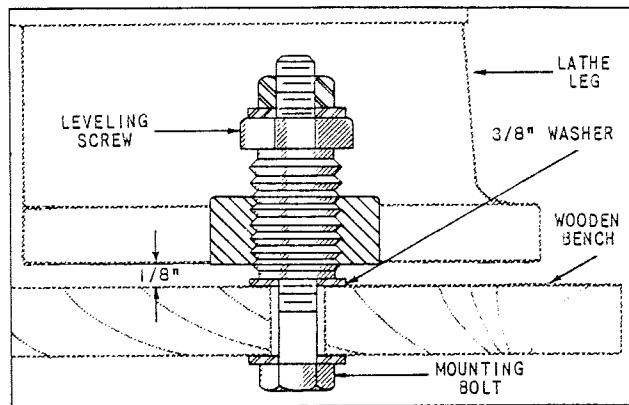
1. Right lead screw bearing.
2. Tailstock Ram
3. Tailstock Screw
4. Carriage handwheel shaft
5. Leadscrew
6. Carriage and compound dovetail ways
7. Lathe bed ways
8. Felt wipers on carriage saddle and tailstock.
9. Rim of threading dial

### KEEP YOUR LATHE CLEAN

Oil and dirt form an abrasive compound which can easily damage carefully fitted bearing surfaces. Wipe the bed and all polished parts with a clean oily rag at frequent intervals. Use a brush to clean spindle threads, gear teeth, lead screw threads, etc.

## WORK BENCH REQUIREMENTS and INSTALLATION

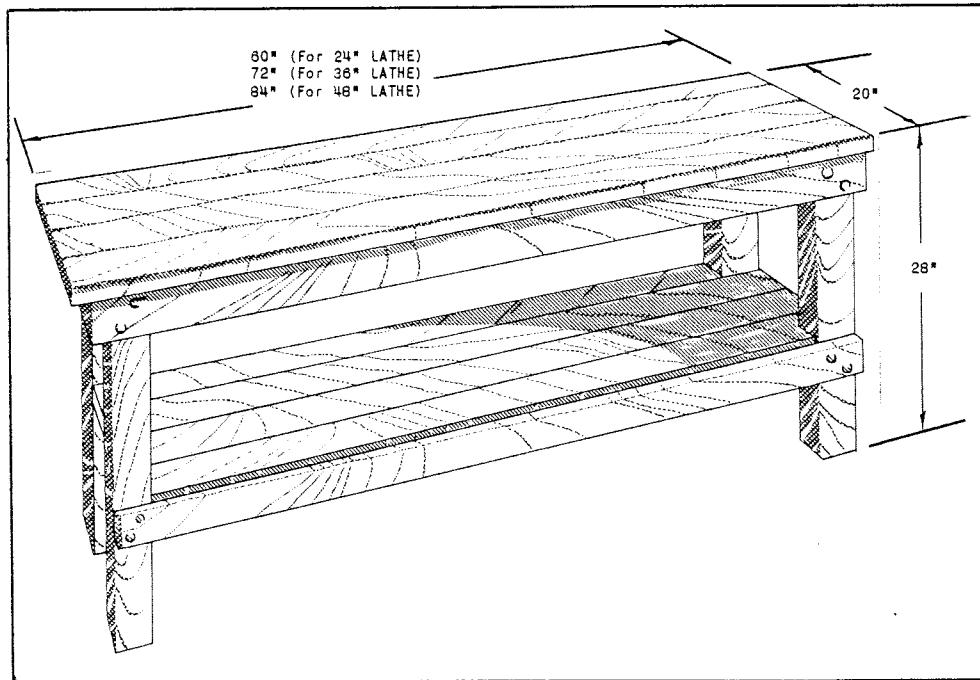
1. Bench top must be semi-hard or hard wood at least  $1\frac{3}{8}$ " thick, cleated or well doweled to form a rigid table. DO NOT USE SOFTWOODS OR BOARDS NOT CLEATED TOGETHER.
2. Legs should be of heavy construction — preferably 4" x 4" lumber, provided with lugs for bolting bench to floor. Overall height of bench should be about 28". See Figure 5.
3. Mount bench on a concrete floor or base if possible — if a wood floor is used, it should be well braced, capable of absorbing vibration and withstanding the load. Make sure stand rests solidly on the floor.
4. Fasten stand to concrete by marking location of mounting holes and drilling holes large enough to receive expansion bolts, or set studs or bolts in melted lead. Use lag screws or bolts to fasten bench to a wood floor.



4. Make sure a metal washer is placed between leveling screw and top when using a wood bench.

5. Level bench before mounting lathe — use a precision machinists level. Place shims as required between leg pads and floor to accurately level the top.
6. Mount the lathe. Mark and drill four 7/16" dia. holes in bench top under corresponding holes in lathe legs. Bolt lathe to top using 3/8" dia. bolts, placing a 3/8" washer between lathe leg and bench top — see Figure 4. Bolts may be inserted from either top or underneath side. Do not tighten bolts securely.

**BE SURE YOU HAVE FOLLOWED THESE  
INSTRUCTIONS COMPLETELY BEFORE  
LEVELING THE LATHE.**



5. Wood bench dimensions for a Clausing 5300 Series Lathe.

# **Do Not Operate The Lathe . . .**

- **Until** it is properly mounted and leveled. Clausing lathes pass rigid inspection and operating tests before shipment — to maintain its built-in accuracy it must be properly installed.
- **Until** you are acquainted with the lathe and understand all the controls and their functions.
- **Until** you have oiled the lathe.
- **Until** you have carefully read all the instructions.

Then operate the lathe in back gear — get the “feel” of the controls — set up different threads and feeds — engage the power feeds — get acquainted with the lathe before starting a job — doing that will save time and produce better work.

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## **INSTRUCTIONS FOR ORDERING REPAIR PARTS**

**IMPORTANT:** *The following information must be furnished on all repair part orders:*

1. Model Number and Serial Number of your lathe. This is found on the plate attached to the bed.
2. Part Number and Name of part.
3. Quantity required.

Parts shown coded are standard parts and should be purchased locally.

*Parts prices will be quoted on request..We reserve the right to make changes in design and specifications without notice.*